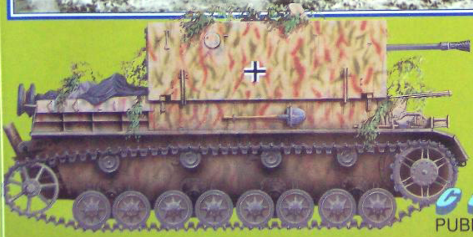
ARMOR AT WAR SERIES

7039

German Armored Units at
Arnhem
September 1944

Marcel Zwarts



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German Armored Units at Arnhem

September 1944

Text by Marcel Zwarts
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Arnhem Battle Research Group
Arnhem Library
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Municipal Archives Arnhem
Municipal Archives Delft
Municipal Archives Ede
Municipal Archives Elst
Municipal Archives Renkum

Introduction

Normandy, Caen, Paris, Brussels, Antwerp: it was a desperate time for all those involved in the battle for Western Europe in 1944. Both the Allies and their German opponents had already suffered enormous losses during this struggle. However, the Allies were able to make up these losses, something the Germans were no longer able to do. Five years of war had changed many things for Germany. They had started the war full of self-confidence, based on the numerous victories they had had. These were achieved through a superiority in aircraft, ground troops and tactical insight, precisely what their opponents lacked. Later in the war this situation changed as far as the Allies were concerned, and slowly but surely things became increasingly more difficult. After the landings in Normandy in June the Germans were forced to fight on three fronts, and this was far too much for their military machine. By streamlining production facilities, 'Reichs' Minister Albert Speer had driven German industry to tremendous productive output in 1944, despite shortages in manpower, raw materials and continuous bombing. Nevertheless, this was not sufficient to compensate for the tremendous losses suffered, principally on the Russian front. This situation, plus overwhelming allied air superiority on the Western front, made it impossible for the German troops to halt the advance. After a struggle lasting two and a half months, American troops finally managed a breakout at Avranches and, via a weakly defended rear area, were able to carry out an outflanking maneuver. This lead to the so-called Falaise pocket in which a large part of the German material and manpower were lost. Following this huge defeat the Germans were no longer able to offer effective resistance to the allied troops' increasing pressure. After an advance of many hundreds of kilometers the Allies came to a halt near the Belgian/Dutch border, not because of German opposition but through lack of supplies. There were indeed a number of ports in allied hands but these were not yet fit for use. This meant that all supplies had to be transported by road, which lead to enormous delays. The advance had gone extremely well, but in September this would change.

The West Wall, a defensive line of fortifications, trenches, bunkers and tank traps, ran through the whole of France and Belgium right up to the Dutch border. The extensive river area in the Netherlands formed a northern defense against a possible breakthrough into Germany. Operation Market Garden, Field Marshal Montgomery's brainchild, caused a great shock during the first few days. Should this operation succeed it would be simplicity itself for British armor to push on into Germany. This would also explain the rapid build-up of reinforcements for II.SS-Panzer-Korps, which was responsible for the allied defeat at Arnhem. This corps consisted of two hardened armored divisions, both of which suffering badly in Normandy. These units, namely 9.SS-Panzer-Division 'Hohenstaufen' and 10.SS-Panzer-Division 'Frundsberg', had been together since their formation. Together they had experienced the fighting in Russia and Normandy, and the withdrawal back towards the Netherlands. The divisions were assembled in an area to the north of Arnhem, and in this quiet backwater they would be reorganized. The Frundsberg Division would be reinforced with new equipment and some of the remaining stronger units from 9.SS-Panzer-Division. The latter was to return to Germany where it would be totally re-equipped. The divisions no longer possessed much heavy equipment, and much of what they had was being repaired. The Hohenstaufen had a Panzer-Regiment with a few tanks, all of which were under repair, an Aufklärungs-Abteilung (Reconnaissance Unit) with approximately 40 half-tracks and armored cars, a Panzerjäger-Abteilung (Anti-Tank Unit) with some towed and self-propelled guns, and a Flak-Abteilung (Anti Aircraft Artillery Unit) with a number of guns. 10.SS-Panzer-Division still possessed a Panzer-Regiment with a unit equipped with sixteen Panzer IVs and Sturmgeschütze (StuG., Self-Propelled Gun or SP), another unit that was about to be equipped with Panther tanks, and a Reconnaissance Unit with an unknown number of fighting vehicles. On 22 August the division had received 21 Jagdpanzer IVs for its Anti-Tank Unit. The Anti-Aircraft Unit had an unspecified number of guns. Something unusual had occurred with the Artillerie-Abteilung (Artillery Unit), which was now better equipped than ever before. This came about during the retreat to the Netherlands when they came across an abandoned train, loaded entirely with 10.5cm howitzers. The guns were unloaded and towed away with the division's lorries. On the retreat to the Netherlands, II.SS-Panzer-Korps was ordered to leave a strong battle group with Kampfgruppe (KGr) Walther, which was responsible for the defense of the border area near the Albert Canal between Lommel and Valkenswaard. Through this 10.SS-Panzer-Division lost its strengthened Anti-Tank Unit, a large part of its artillery, part of its Recce Unit and some of its Pioneer Unit.

The turbulent autumn of 1944 was not a pleasant time for the German Ministry of Propaganda. Very few heart-warming and attractive photographs could be made because of the poor situation on all fronts. If the odd situation arose that was positive from the German viewpoint, huge numbers of photos were made and meters of film shot; Arnhem was one such example. About 29 German photographers from the 'Propaganda Kompanie (P.K.) Kriegsberichter' were to be found in and around Arnhem at the time of the battle or just after. Of the majority of these only a few photos are known, but complete series comprising some 300 pictures are known that were taken by the photographers Jacobsen, Wenzel, Seeger, and an unknown German Naval photographer. These are stored in the Bundesarchiv (BA) in Koblenz, which also possesses approximately half of all P.K. photos taken during the entire war. The other half is still missing, although it is suspected that they are in the Etablissement Cinematographque et Photographique Armees (ECPA) in Paris. Finding photographs not kept in the Bundesarchiv collection is not easy. Photographs were also taken by civilians and allied soldiers, but these are filed in a wide variety of archives and other institutes.

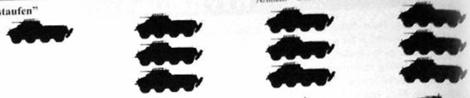
This book is divided up per unit, each being further arranged in sequence, time and location. Using this book it should also be possible to view the present-day situation, and you will see that, in some cases, not much has changed. Should any readers have additional comments to make the author would be only too pleased to hear from them.

Finally, the author would like to say that this book would never have been produced without the willingly-given assistance of Mr Geert Maassen from the Renkum Municipal Archives. It is thanks to his advice, insight and knowledge that the book ever got this far.

Arnhem – Oosterbeek – Nijmegen - Elst

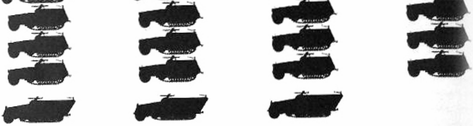
9.SS-Panzer-Division "Hohenstaufen"

SS-Pz.AA.9
10 x Sd.Kfz.234/1 +234/3



15 x Sd.Kfz.251/9

15 x Sd.Kfz.250 + 251



SS-Pz.Jg.Abt.9
2 x Jagdpanzer IV

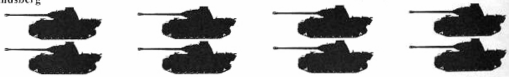
SS-Pz.Flak-Abt.9
3 x Möbelwagen
1 x Sd.Kfz.10/4

SS-Pz.Pio.Abt.9
2 x Sd.Kfz.251

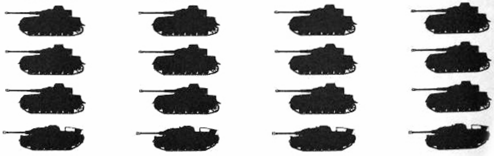
Arnhem - Elst

10.SS-Panzer-Division "Frundsberg"

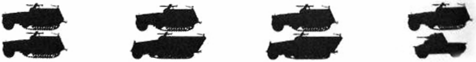
I./SS-Pz.Rgt.10
8 x Pz.Kpfw. V Panther



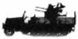
II./SS-Pz.Rgt.10
16 x Pz.Kpfw.IV – StuG. III



SS-Pz.AA.10
? x Sd.Kfz.250 + 251
? x Pz.Spwg. P204



SS-Pz.Flak-Abt.10
? x Sd.Kfz.7/1

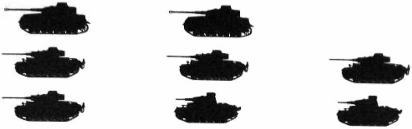


Panzer-Ersatz-Regiment "Bielefeld" Pz.Kp. Mielke

Arnhem - Elst

2 x Pz.Kpfw.IV

6 x Pz.Kpfw.III



schwere Panzer-Kompanie Hummel K.St.N.1176(f.g.) (1 juni 1944)

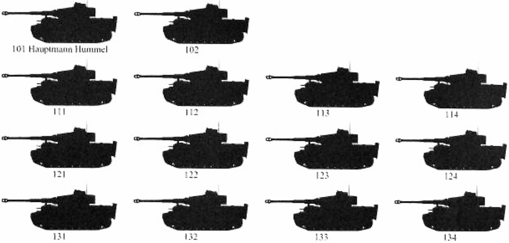
Arnhem - Elst

Gruppe Führer
2 x Pz.Kpfw.VI Tiger I

1.Zug
4 x Pz.Kpfw.VI Tiger I

2.Zug
4 x Pz.Kpfw.VI Tiger I

3.Zug
4 x Pz.Kpfw.VI Tiger I


101 Hauptmann Hummel
102
111
112
113
114
121
122
123
124
131
132
133
134

schwere Panzer-Abteilung 506 2 x K.St.N.1176(f.g.) (1 juni 1944)

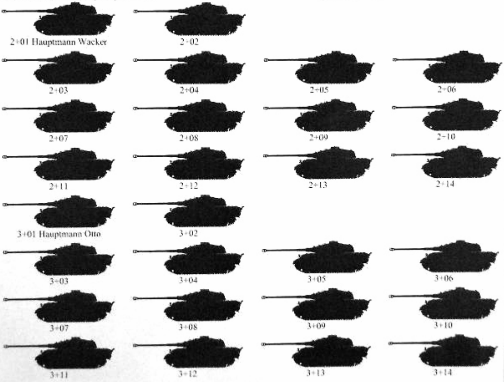
Oosterbeek - Elst

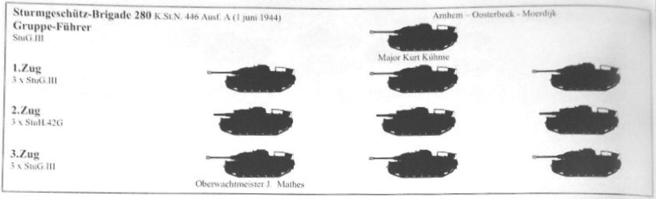
2./s.Pz.Kp. 506
Gruppe Führer

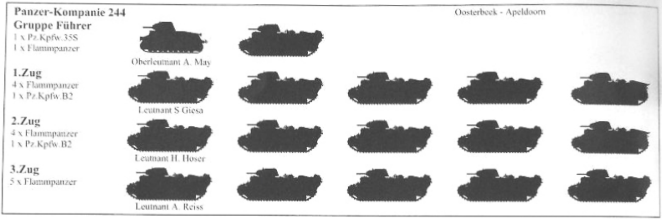
14 x Pz.Kpfw.VI Tiger II

3./s.Pz.Kp. 506
Gruppe Führer

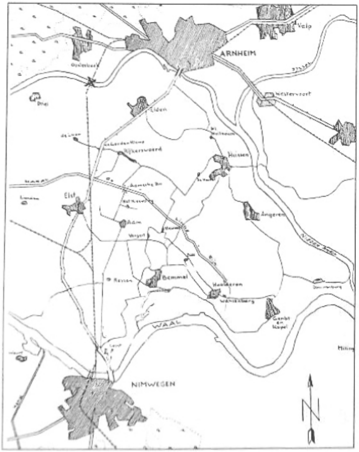
14 x Pz.Kpfw.VI Tiger II


2+01 Hauptmann Wacker
2+02
2+03
2+04
2+05
2+06
2+07
2+08
2+09
2+10
2+11
2+12
2+13
2+14
3+01 Hauptmann Otto
3+02
3+03
3+04
3+05
3+06
3+07
3+08
3+09
3+10
3+11
3+12
3+13
3+14


Sturmgeschütz-Brigade 280 K.St.N. 446 Ausf. A (1 juni 1944)
Arnhem – Oosterbeek - Moerdijk
Gruppe-Führer
StuG.III
Major Kurt Kühme
1.Zug
3 x StuG.III
2.Zug
3 x StuH.42G
3.Zug
3 x StuG.III
Oberwachtmeister J. Mathes


Panzer-Kompanie 244
Oosterbeek - Apeldoorn
Gruppe Führer
1 x Pz.Kpfw.35S
1 x Flammpanzer
Oberleutnant A. May
1.Zug
4 x Flammpanzer
1 x Pz.Kpfw.B2
Leutnant S Giesa
2.Zug
4 x Flammpanzer
1 x Pz.Kpfw.B2
Leutnant H. Hoser
3.Zug
5 x Flammpanzer
Leutnant A. Reiss

The organizational schemes shown above give a global impression of the German units that were engaged in the battle around Arnhem in September 1944, and which had fighting vehicles at their disposal, armored or otherwise. Trucks, automobiles, recovery vehicles and loose guns are excluded. These organizational schemes were compiled from information from original German wartime and post war reports. Veterans' personal accounts have also been included as well as photos of the vehicles that were filmed and photographed at the time.

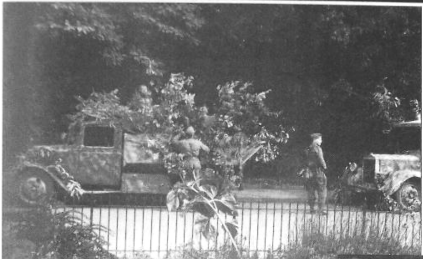

ARNHEIM
Velp
Oosterbeek
Driel
Westervoort
Elden
Huissen
Elst
Angeren
Bemmel
Ressen
Haalderen
WAAL
NIMWEGEN
N

The battle area between Arnhem and Nijmegen. This map was used for the German post-war accounts about II.SS-Panzer-Korps and 10.SS-Panzer-Division.

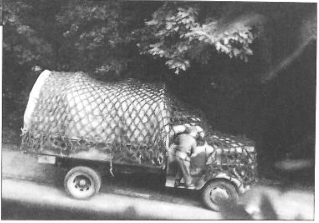
The Betuwe, as the region is known, is flat and marshy with many small ditches and narrow, raised roads. This makes the whole area totally unsuitable for operations involving armor. The Betuwe lies between the hills near Arnhem and Oosterbeek to the north and the high ground to the east of Nijmegen. From these hills the entire area around Elst can be observed.

Before the war this region was the subject of a question in the training of Dutch military officers, the question being: 'How do you reach Arnhem from Nijmegen via the enemy-held Betuwe?' Students who opted for the main road running from Nijmegen through Elst to Arnhem failed on this point. Those who chose to make an encircling movement to the west, passed. The allied top command selected the first of the two options, so it is not surprising that they encountered many problems.

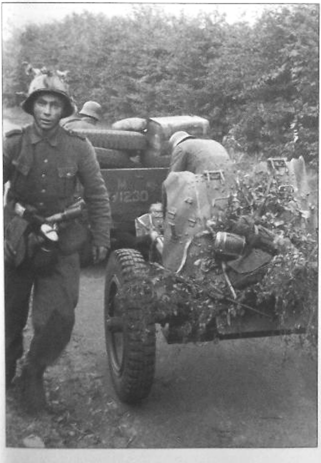
SS-Panzer-Grenadier-Ausbildungs und Ersatz-Bataillon 16, "Btl. Krafft"

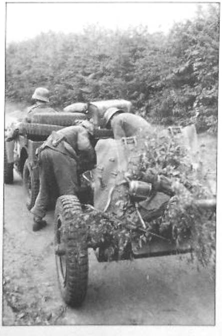


The first unit to go into action after the landings was the SS-Pz.Gren.Aus.u.Ers.Btl.16 commanded by SS-Sturmbannführer S. Krafft. Although this unit had no armored vehicles it did possess some heavy weapons. Here, men of the fourth company clamber aboard the battalion's lorries in order to get to the front line as quickly as possible. The front is some 3 kilometers to the west. The first lorry is a Lastkraftwagen 2t, Citroen Typ 23 with, behind, an Lkw, 2t, Mercedes Benz Typ Lo2000. The latter was fitted with a wooden cab, a material saving measure. Both are camouflaged with small brown and green flecks on a dark yellow background. The photo was taken secretly from a house in Stationsweg, north Oosterbeek, in the afternoon of 17 September. (Mrs A.L.A. Kremer-Kingma, Municipal Archives Renkum)

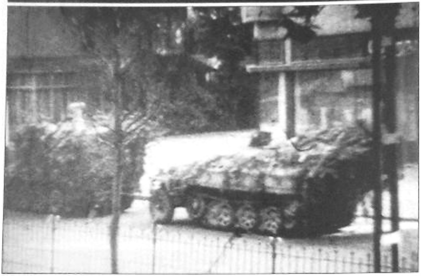


The third lorry to be photographed is this Lkw. 3t, Opel Blitz (4x4). This also belonged to SS-Btl. Krafft. The truck has no rear mudguards and is painted dark yellow overall, with no camouflage. A huge camouflage net is thrown over the lorry to provide some much-needed cover. (Mrs A.L.A. Kremer-Kingma, Municipal Archives Renkum)

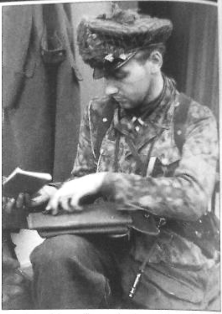




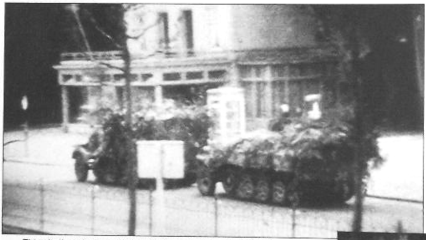
SS-Btl. Krafft's Stabs-Kompanie possessed the unit's heavy weapons. This obsolete 3.7cm Pak 35/36 anti-tank gun, of which there were two, belonged to this unit. They also had a few Werfer Rahmen and two 2cm Flak guns, which were mounted on a lorry or half-track. These two photos were taken on Wednesday the 20th in the Dreyenseweg area in north Oosterbeek. The gun is painted in the usual three-color camouflage scheme. (BA 2KBK771/26+27)



The second unit to appear on the battle scene was the SS-Pz.AA.9. Its commander, SS-Hauptsturmfürher E.V. Gräbner, had just been presented with the Knight's Cross of the Iron Cross when the landings began. With the SS-Pz.AA.9's armored vehicles he was responsible for stopping and delaying the British parachutists. When the alarm was given virtually all the unit's armored vehicles had already been loaded onto a train ready for transport back to Germany. In order to prevent them from being handed over to 10.SS-Pz.Div., the wheels, tracks and all weapons had been removed. This created the illusion that these vehicles were damaged and therefore no longer serviceable. (Municipal Archives Renkum)

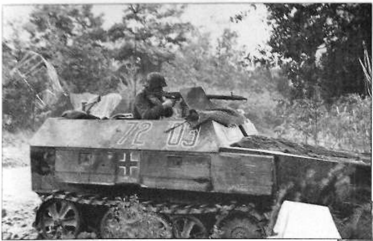


An SS officer busies himself with administration. He belongs to SS-Pz.AA.9 and was photographed at house no. 6 on the Dreyenseweg area on 20 September. He has stretched the net from a parachutists helmet (booty!) over his officer's cap. (BA 2KBK771/11)

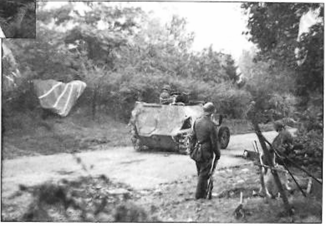


Thirty half-tracks, fifteen armed with short 7.5cm KwK37 L/24 guns, and ten armored cars had been loaded onto the train. The first ten vehicles to be re-fitted with weapons and wheels, were sent to reconnoiter the landing zones. They saw action on the northern, southern and central British advance routes, Amsterdamseweg, Benedendorpsweg and Utrechtseweg respectively. In this photo a Sonderkraftfahrzeug 251 Ausführung D 'Sd.Kfz.251 Ausf. D' is being towed through Oosterbeek towards Arnhem by an Sd.Kfz.9. The Sd.Kfz.251 was damaged during the fighting on Utrechtseweg to the west of Oosterbeek. This armored half-track was painted in the German basic dark yellow color. The towing vehicle was also painted in this base color with green and brown flecks. Small branches provide extra camouflage for both vehicles. (Municipal Archives Renkum)

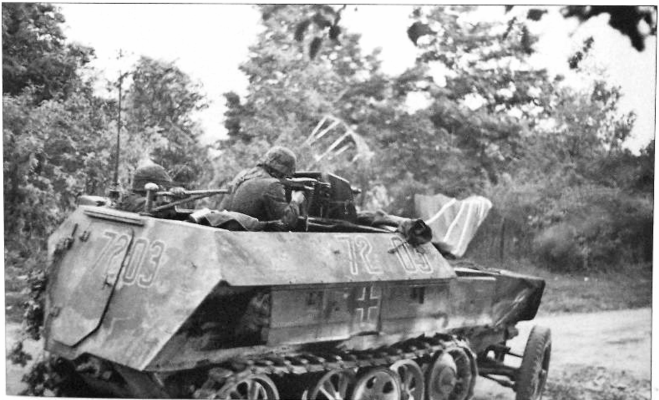
Here, a heavily camouflaged Sd.Kfz.250 heads for Arnhem. This unclear photo, just as the two above, was taken from an 8 mm film shot by civilians (Mr Ph.J. Clous and his wife Mrs I.E. Clous-Veen) living in Utrechtseweg, Oosterbeek. Utrechtseweg runs from Arnhem, through Oosterbeek to Wageningen. The film was shot in the early evening of Sunday, 17 September. (Municipal Archives Renkum)



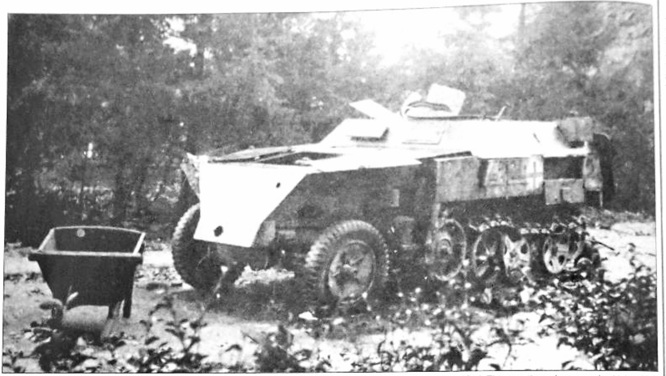
While the remaining 30 vehicles drove over Arnhem bridge in the direction of Nijmegen, the other ten Schützenpanzerwagen - 'SPW' - and armored cars remained near Oosterbeek. Here they fought under the command of Kampfgruppe, 'KGr', Spindler, which was made up of men from SS-Panzer-Artillerie-Regiment 9. KGr. Spindler comprised the following units: KGr. Möller (men from SS-Panzer-Pionier-Bataillon 9), KGr. Harder (StuG crews from 8./SS-Panzer-Regiment 9) and KGr. Von Allwörden (men from SS-Panzerjäger-Abteilung 9). More units were added to KGr. Spindler as the battle wore on. This series of photographs shows an Sd.Kfz.250/3 'neu' (new). The vehicle's gunner is firing his MG42 at the northern part of Oosterbeek. This all took place on Wednesday the 20th. (BA 2KBK771/28)



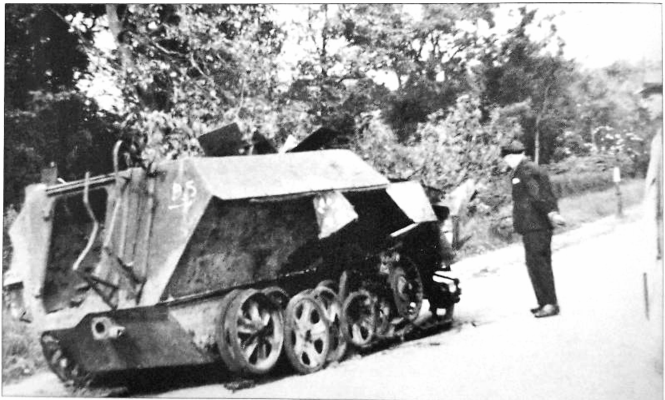
The Sd.Kfz.250 has returned and is now on Dreyenseweg, pointing in the direction of Oosterbeek. This vehicle is a perfect example of the condition of most of 9.SS-Panzer-Division's vehicles. Filthy dirty, not so much with mud and dirt but with grease and oil stains, scratched, worn tracks and tyres, and badly damaged. For example, this SPW is still driving around even though one of its rear outer roadwheels is missing. The front mudguards are also missing, and what is most strange is that the rear part of the right-hand storage box is gone. It looks almost as if it has been sawed or ground off, because the break line is so neat and square that one hardly notices its absence. In the background to the right a group of soldiers stand around a barely visible 2cm Flak 38. This was concealed behind an earth bank and covered the area around Oosterbeek Hoog station. (BA 2KBK771/31)



The painted number on the SPW is probably black with white edging. It was obviously painted in a rush because it is not so neatly finished. The camouflage pattern consists of a dark yellow base with red-brown and green flecks. The camouflage is further reinforced by the many grease and oil stains. Despite its worn condition, this Sd.Kfz.250 could still provide formidable opposition to the lightly armed parachutists. (BA 2KBK771/30)

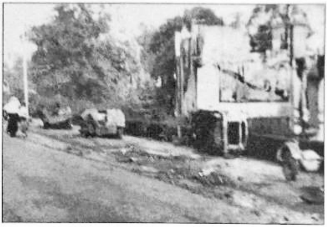


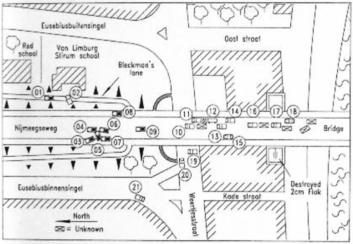
This Sd.Kfz.250/3 'neu' of SS-Pz.AA.9, put out of action on 20 September, was photographed in October 1944. This was the only armored vehicle which we are certain was lost by the unit in the battle around Oosterbeek. It was in Graaf van Rechterenweg in north Oosterbeek and remained there till after the war. It is quite possible that the Hohenstaufen's recce unit lost more vehicles at Oosterbeek, but they were all probably recovered by the Germans. The Sd.Kfz.250 is fitted with a rather unusual front wheel, which was provided with five reinforcing strips. Apart from the national cross, the other markings and color are indiscernible. However, it can be seen that the basic color had been dark yellow. (G.R. Castendijk, Municipal Archives Renkum)



Here is the same SPW photographed from the other side in 1945. Although this armored half-track was a dangerous opponent for the parachutists, it could be stopped. Once in position with their anti-tank guns or PIAT anti-tank weapons it was possible for them to penetrate the relatively light armor plating. This Sd.Kfz.250 was hit on the right-hand side just behind the track drive sprocket. It is not easy to see but the completely displaced roadwheels and destroyed storage box make this a fair certainty. (John A. Deweyert, Municipal Archives Renkum)

At 22.00 hours in the evening of Sunday the 17th, Gräbner's 30 vehicles set off for Nijmegen. Only when they reached the southern outskirts of the town did they become involved in minor skirmishes. Around midnight Gräbner reported that opposition was light and returned to Elst. He left two SPWs behind at the Nijmegen road bridge. On Monday morning SS-Pz.AA.9 left for Arnhem with 22 vehicles, six being left behind for the defense of Elst. At nine o'clock in the morning, Gräbner lead the attack on the bridge over the Lower Rhine. By racing across the bridge at top speed he hoped to wrap the job up. For the leading armored cars this ploy seemed to work. These five zig-zagged through the British positions and mines at high speed, firing their weapons as they went. One of them was damaged by a mine but managed to continue its journey into the center of Arnhem. After these speedy armored cars came the slower SPWs, followed by a column of trucks. The British, aware now that this was a German unit, not 30 Corps, were ready and waiting, and let fly at the approaching SPWs with everything they had. The Germans had not expected such a hail of fire, and because of this miscalculation the whole attack was turned into a disaster. (K.H. Kaebel)




Eusebiusbuitensingel
Red school
Van Limburg Stirum school
Bleckman's lane
Oost straat
Nijmeegseweg
Bridge
Eusebiusbinnensingel
Weerljesstraat
Kade straat
Destroyed 2cm Flak
North
= Unknown
01
02
03
04
05
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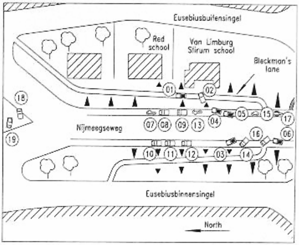
20
21

Arnhem bridge on 18-20 September 1944

01 Sd.Kfz.250 "SS-Pz.AA.9"
02 Sd.Kfz.10 "SS-Pz.AA.9"
03 Sd.Kfz.250 "SS-Pz.AA.9"
04 Sd.Kfz.250 "SS-Pz.AA.9"
05 Sd.Kfz.250 "SS-Pz.AA.9"
06 Sd.Kfz.250 "SS-Pz.AA.9"
07 Sd.Kfz.250 "SS-Pz.AA.9"
08 Sd.Kfz.250 "SS-Pz.AA.9"
09 Sd.Kfz.250 "SS-Pz.AA.9"
10 Lkw ?
11 Lkw ?
12 Sd.Anh. ? "closed trailer"
13 Lkw Ford
14 Lkw Ford
15 Pkw ?
16 Lkw Ford
17 Lkw ?
18 Pkw ?
19 Lkw Opel "SS-Pz.AA.10"
20 Garbage truck "civilian"
21 Lkw Beep "SS-Pz.AA.10"


Eusebiusbuitensingel
Red school
Van Limburg Stirum school
Bleckman's lane
Nijmeegseweg
Eusebiusbinnensingel
North
01
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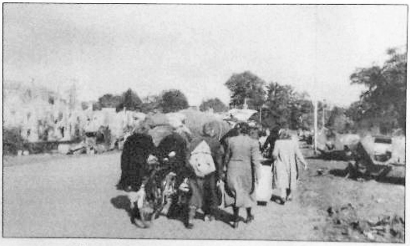
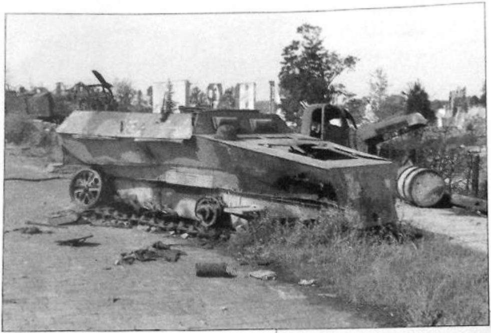
Arnhem bridge after 20 September 1944

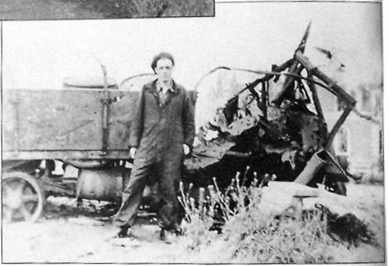
01 Sd.Kfz.250 "SS-Pz.AA.9"
02 Sd.Kfz.10 "SS-Pz.AA.9"
03 Sd.Kfz.250 "SS-Pz.AA.9" neu
04 Sd.Kfz.250 "SS-Pz.AA.9"
05 Sd.Kfz.250 "SS-Pz.AA.9" neu
06 Sd.Kfz.250 "SS-Pz.AA.9"
07 Lkw ?
08 Lkw ?
09 Lkw Renault
10 Lkw Mercedes-Benz
11 Lkw Mercedes-Benz
12 Lkw Opel "wood gas engine"
13 Lkw Ford
14 Lkw Ford
15 Pkw ?
16 Lkw Renault "SS-Pz.AA.9"
17 Sd.Anh.51
18 Lkw Mercedes-Benz
19 Pkw ? "wood gas engine"

Here is another photograph of the two Sd.Kfz.250/1 wrecks. The SPW (05), nearest to the photographer, was a 'neu' version. The number (05), as well as the following numbers in parentheses, correspond to the number on the street plan showing the situation after 20 September 1944. The wreck behind (04) is an 'alt' (old) type. The Sd.Kfz.250 'neu' was no longer on this spot in 1945, having been removed by the Germans. A Werkstatt-Kompanie (Repair Company) probably saw the possibility of re-using some of its components. This photo was taken in early October 1944 while refugees from Elden and the southern district of Arnhem were fleeing in search of somewhere safer. On the left is an Lkw. 3t, Opel Blitz Typ S. This lorry was powered by a wood-gas generator. It was also removed by the Germans.

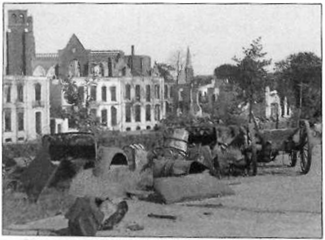




Eight SPWs were put out of action on the northern ramp of the Arnhem road bridge. One of these stood next to the ramp. Four of the armored half-tracks remained where they were until after the war. The Sd.Kfz.250 'neu' (03) in this photo belonged to SS-Pz.AA.9 and was shot entirely to pieces. A direct hit from an anti-tank weapon caused an internal explosion that completely destroyed the vehicle. The half-track was painted dark yellow but without camouflage. In the background an Lkw. 3t, Ford Typ S (14) and an Lkw. 3t, Renault Typ AHN (16) are visible. (P.J. de Booys, Municipal Archives Arnhem B1620-30/3A)

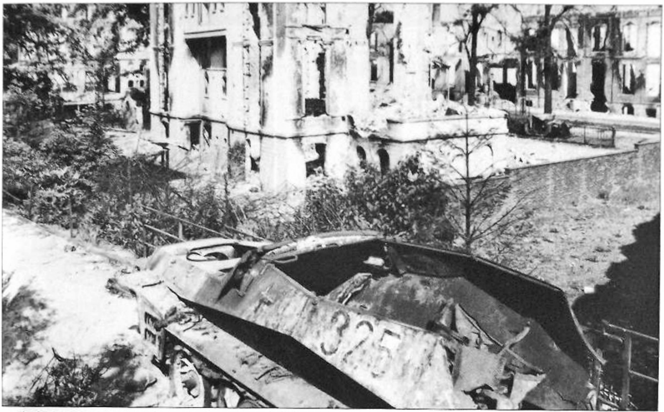


Lorries were also used in Gräbner's attack on the bridge. These oil-drum laden lorries (the oil drums serving as cover for the heavily-armed SS grenadiers) attempted in this way to reach the center of Arnhem. The photo shows that they were unsuccessful. A shell from an anti-tank weapon hit the cab and brought the Lkw. 3t, Renault Typ AHN (16) to a halt, after which it was riddled with bullets from the parachutists' hand weapons. Here, the lorry is shown next to the ramp, but during the battle it was destroyed much closer to the bridge. (Municipal Archives Arnhem B8048/2)

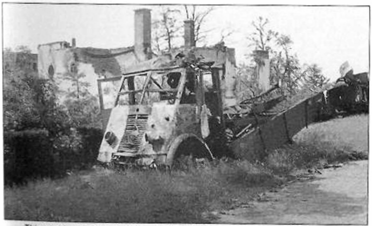


These totally destroyed lorries were also probably part of Gräbner's column. The oil drums, which were filled with grain or sand and lie here around these Lkw. 1.5t, Mercedes-Benz Typ L1500S trucks (10) (11), confirm this probability. (P.J. de Booys, Municipal Archives Arnhem B1620-30/4A)

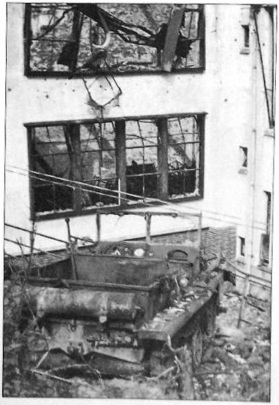
Another couple of totally destroyed trucks (07) (08). It is not even possible to identify the type of lorries involved. They did not belong to SS-Pz.AA.9 but were knocked out during the night of 17/18 September by Lieutenant-Colonel Frost's recently arrived parachutists. Here they are shown on the east side of the northern ramp to the bridge. (P.J. de Booys, Municipal Archives Arnhem B1620-30/6A)



Looking for a way round the blocked ramp, this Sd.Kfz.250 'alt' (01) took a narrow slip road (called Bleckman's lane) to the east of the ramp. What the vehicle's crew did not know was that the building they would have to pass was full of British soldiers. From the Van Limburg Stirum school - not visible in this photo - as the building was known, the parachutists threw a number of hand grenades into the SPW, disabling the crew. After a day left standing in the battle area, the Sd.Kfz.250 was blown up by the British to prevent the ammunition and other equipment it still contained being used by the enemy. (Municipal Archives Arnhem B3056/3)

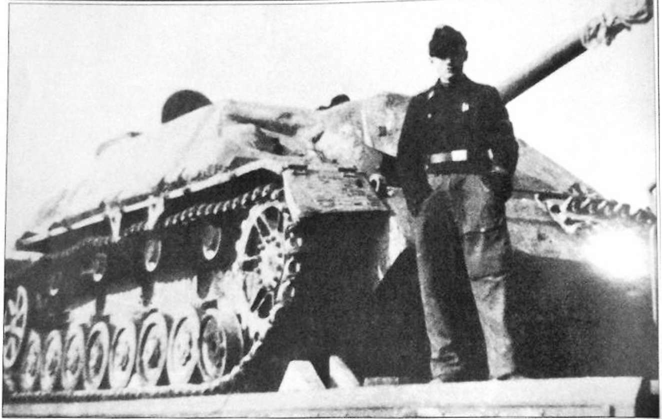


This wreck of an Lkw. 3t. Renault Typ AHN (09) with the remains of a motor-cycle in the back is seen here on the verge of the bridge ramp. It was hit by an anti-tank projectile. As with the other wrecks, this vehicle was moved to the side to clear the way for traffic, and is therefore no longer in its original position. The lorry on its side behind the Renault is an Lkw. 3t. Ford Typ S (13). (P.J. de Booys, Municipal Archives Arnhem B1620-30/5A)

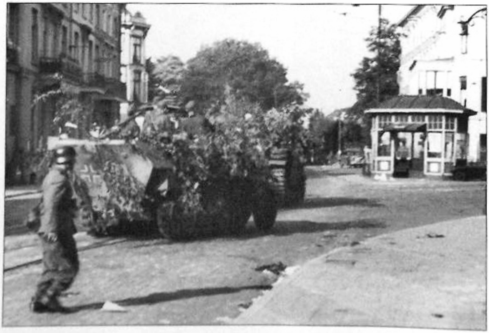


This leichter Zugkraftwagen 1t. Sd.Kfz.10 (02), manufactured by the Demag company, stood opposite the Van Limburg Stirum school on Bleckman's lane on the east side of the ramp. It was the last vehicle to be knocked out during SS-Pz.AA.9's battle on Monday 18 September. The cylinder at the back of the vehicle is an extra fuel tank. In view of the fact that the vehicles shown on this page were all burnt out, it is difficult to determine their original paint scheme. The Sd.Kfz.250 in the top photo probably had a three-color scheme, but there is little more to be said about the Renault and the Demag. (Municipal Archives Arnhem B6433/8)

9.SS-Panzer-Division 'Hohenstaufen', SS-Panzerjäger-Abteilung 9 + SS-Panzer-Pionier-Abteilung 9

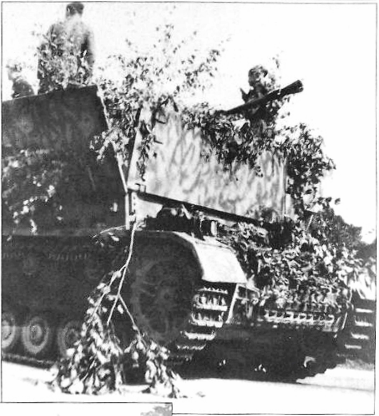


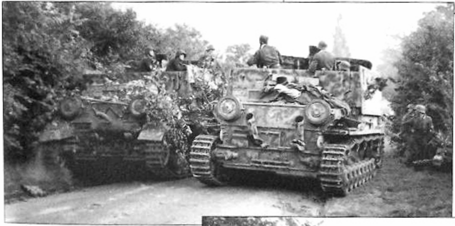
In August 1944, SS-Pz.Jg.Abt.9 had received 21 Jagdpanzer IV/L48. The majority were lost during the fighting around that period. At about 14.45 on Sunday, September 17, SS-Rottenführer Alfred Ziegler brought his commander, SS-Hauptsturmführer Klaus von Allwörden, to an area to the north of Oosterbeek by motor-cycle, followed by the Jagdpanzers. The unit had two Jagdpanzers and a few towed 7.5cm anti-tank guns. Von Allwörden was the furthest from the landing zones, 21 km further on, to the south of Apeldoorn. Despite the distance, the KGr. went into action near Dreyenseweg later that same afternoon. This photo was probably taken in Belgium at the end of August while a few remaining SP's were being transported to the Netherlands by train. The original caption mentions transport to the invasion front. That this is incorrect can be seen from the condition of the vehicle. It is already fairly badly damaged and the broken front roadwheel makes it barely fit to drive. It could therefore be said that it was actually being removed from the front. The tank crew in the photo is SS-Sturmmann H. Maus, who belonged to Stabs Kompanie, SS-Pz.Jg.Abt.9. (Courtesy Heimdal publishing)



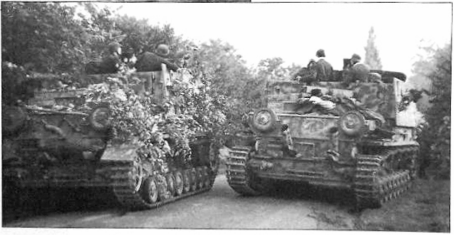
SS-Hauptsturmbannführer Hans Möller of SS-Pz.Pio.Abt.9 still had five SPWs left after the retreat from France. Because of the order to transfer material to 10.SS-Pz.Div., three were handed over. The remaining two were held back as being unfit for action, a similar situation as that of SS-Pz.AA.9. By doing this the Hohenstaufen pioneers had two half-tracks at their disposal, one of which was equipped with flame-throwers, a Sd.Kfz.251/16. The photo shows an Sd.Kfz.251 just before the railway station at Arnhem, heading towards the battle zone to the west of the town. The SPW is camouflaged with large green and brown flecks on a dark yellow background. A huge national cross has been painted on the back, probably on the sides as well. One cannot see if the vehicle carried a tactical number. (BA 497/3530/12)

These photos prove that the written reports are not always correct. These 3.7cm Flak auf Fahrgestell Pz.Kpfw.IV (Sf) Möbelwagen are not actually mentioned in any report, but they were nevertheless present during the battle around Oosterbeek. The first photo shows a Möbelwagen driving through Zutphen on Warnsveldseweg. This was during the days before the battle after its repair in the Werkstatt-Kompanie workshops. The Flak panzer was painted in the standard camouflage scheme, small brown and green flecks on a dark yellow background, probably applied in the factory. Large national crosses on each side were the only markings on the vehicle. (A.R. Schokker)

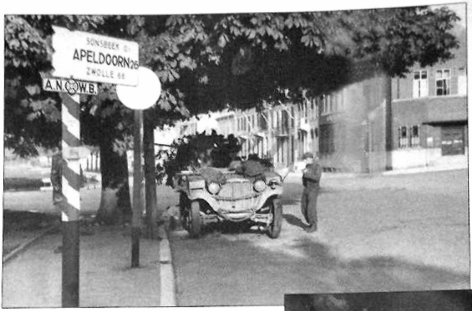




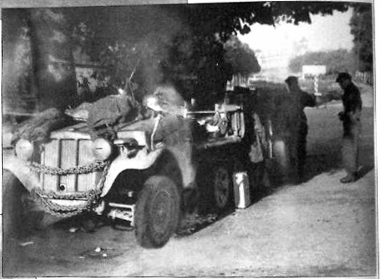
Two Mobelwagen, the one on the left has an early chassis unit, the one on the right is a later version. This can be seen by the different exhausts. The later version is probably the same vehicle that was photographed in Zutphen. Both vehicles are on Dreyenseweg and the photo was taken on Wednesday, 20 September. (BA 2KBK771/35)



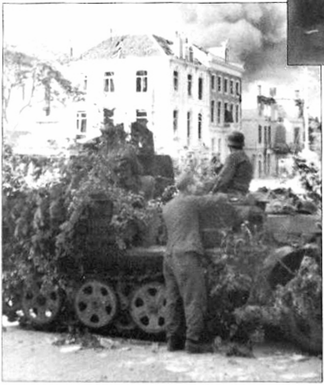
The Möbelwagen were armed with 3.7cm Flak 43 guns. This quick-firing gun was developed as an ack-ack weapon, but like many German Flak guns it was also used against ground targets. There was a third Möbelwagen operating in Oosterbeek and it was filmed by the same civilian who filmed the retreating SS-Pz.AA.9. (BA 2KBK771/34)



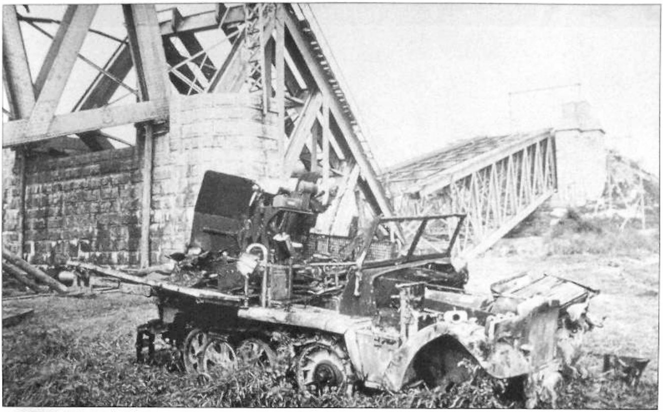
There was not much left of SS-Pz.Flak-Abt.9 after the battle in Normandy and the subsequent battle of Cambrai. Nearly all its 8.8cm artillery was lost at Cambrai. All that the unit had left was one 8.8cm Flak gun and one 2cm Flak gun. In the first hours following the landings, the unit was reinforced with four 2cm Flak guns that were located at Deelen airfield. Because the unit of SS-Obersturmführer Grobb, who normally commanded II.Batallion, was billeted in Dieren, close to Arnhem, it was one of the first to arrive in the area north-west of Arnhem. (BA 497/3526/2)



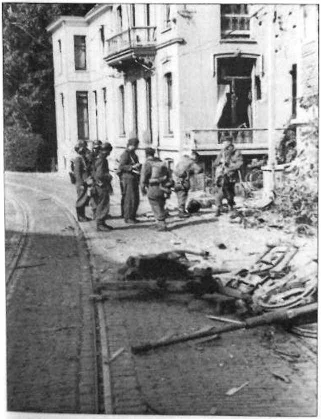
The 2cm Flak guns that belonged organically to the Abteilung were probably motorized. The Sd.Kfz.10/4 in these two photos is more than likely the only survivor of the unit's 'organic' 2cm Flak guns. The vehicle is wearing just its dark yellow livery and is fitted with a number plate. It is shown here on Jansbuitensingel at Arnhem, which crosses Apeldoornseweg at this point. This is in the neighborhood of the Musis Sacrum theatre to the north of the bridge. These photos were taken on Tuesday, 19 September. (BA 497/3526/3)



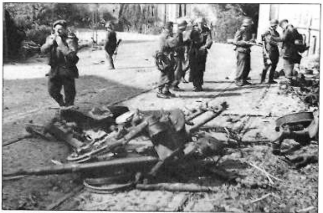
Another Sd.Kfz.10/4, perhaps even the same one as on the previous photographs. It is shown here on Nieuwe Plein at Arnhem, with its gun aimed in the direction of Oude Kraan. This is where KGr. Harder had formed its part of the blockade. This was in the low area by the river Rhine and the higher part of Utrechtseweg. (BA 497/3530/26)



After being called on to reinforce the SS grenadiers from 9.SS-Pz.Div., this Sd.Kfz.10/4 was put out of action on 20 September near the railway bridge to the south-east of Oosterbeek. A British 6 pounder anti-tank gun set up alongside Benedendorpsweg destroyed the Flak auf Sfl. (Selbstfahrlafette). (D. Renes, Municipal Archives Renkum)

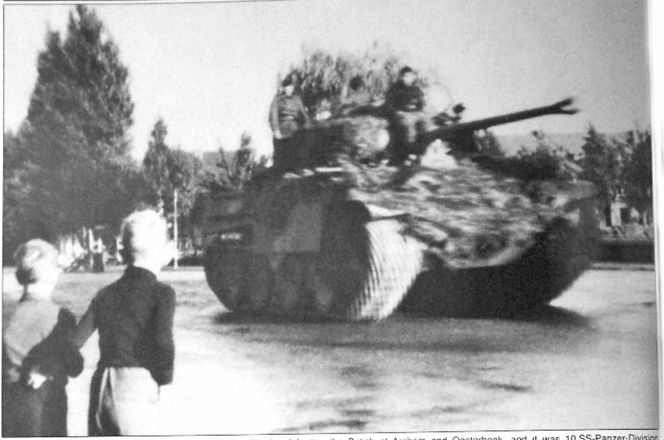


Anyone who has seen the film 'Saving Private Ryan' will know how the Germans were very capable of deploying their smaller Flak guns. The complete unit (piece and chassis) could be driven here and there like an SP. It could be aimed while moving. That this process was not always without risk is made clear in this photo. Heavy enemy fire meant that this piece had to be left behind, where it remained in no-man's land. SPs from StuG.BrIG.280, which took over the attack a day later (19 September), had insufficient room to avoid the small gun. The result is clear. A totally destroyed 2cm Flak 38 and its chassis, the Sd.Anh.51. (Sonder Anhänger). (BA 497/3531/29)

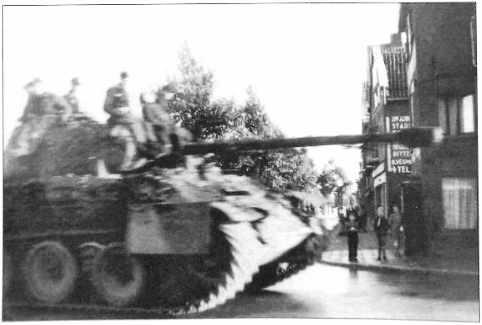


In the same area British prisoners are searched and led away. The Flak gun's paint finish is no longer recognizable. This and the photo on the left were taken at the bend in Utrechtseweg, level with the former Municipal Museum, now the Museum of Modern Art. (BA 497/3531/30)

10.SS-Panzer-Division 'Frundsberg', I./SS-Panzer-Regiment 10

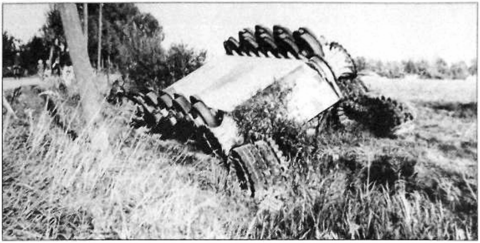


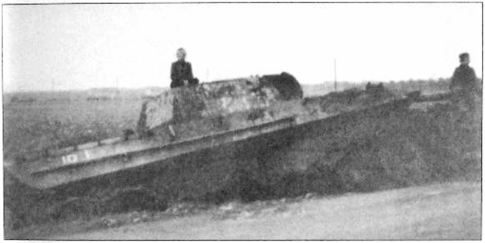
It was the Hohenstaufen Division that was responsible for defeating the British at Arnhem and Oosterbeek, and it was 10.SS-Panzer-Division 'Frundsberg', commanded by SS-Brigadeführer Heinz Harmel, that was responsible for the re-capture of the road bridge at Arnhem, the slowing of British 30 Corp's advance at Nijmegen and the stopping of this same unit at Elst. SS-Obersturmführer Otto Paetsch's SS-Pz.Rgt.10 was divided into two Abteilungen (units). The first one, I.Abteilung, under SS-Sturmbannführer Ernst-Johann Tetsch, was just about to be equipped with the new Panzerkampfwagen (Pz.Kpfw.) V Panther tanks. However, these Panthers were only available at the end of the battle at the bridge. The first eight tanks of I./SS Pz.Rgt.10 to arrive in Arnhem on 21 September were allotted to Kampfgruppe Knaust. On Thursday afternoon, these Panthers crossed the Arnhem road bridge together with Panzer Kompanie (tank company) Mielke and s.Pz.Kp. (schwere Panzer Kompanie, heavy tank company) Hummel, heading for Elst. (A.R. Schokker)



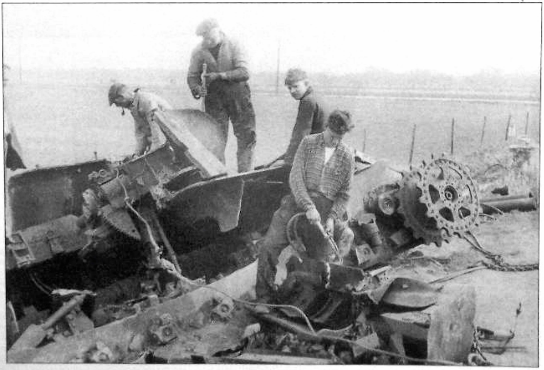
The first Panthers of I./SS-Pz.Rgt.10 arrived in the Netherlands via Zutphen station. Here they were secretly photographed on the Berkel bridge by a civilian, an average-looking young lad. The tank crews had been exercising in Germany for a few weeks with their new vehicles. The unit was to receive many more of this type of tank but that would only be after the battle in the Netherlands. As the two photos on this page show, the battalion had the Pz.Kpfw. V Ausf. G Panther tank. This type could again be split into early, intermediate and late versions. These were early types. The crews appeared not to be worried about Jabo (Jagdbomber, fighter-bomber) attacks because their vehicles were covered by camouflage nets only. A camouflage scheme of large brown and green flecks on a dark yellow background is to be seen on the Schürzen - skirt plates. (A.R. Schokker)

At about 18.30 in the evening of Friday, 22 September, a number of tanks were ambushed by soldiers from the British 214th Infantry Brigade, the 43rd (Wessex) Infantry Division, at the Valburgseweg/Hollanderbroekstraat crossing. This was west of Elst. Five tanks were lost during this action, including a number of I./SS Pz.Rgt.10's Panthers. The tank on its back in the ditch is one of these. It toppled over here on the Valburgseweg when it tried to reverse out of danger. As the tank lay there helpless it was set on fire so that it would be of no further use. (Herberts Archives)

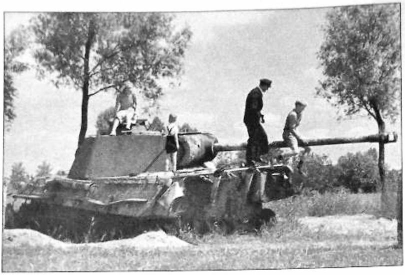




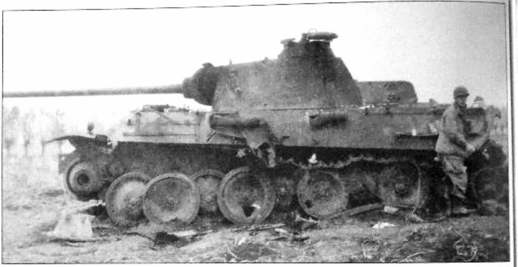
This photo shows the second tank that failed to escape from the ambush. Sunk into the ditch it has become totally unusable due to its great weight. Because both vehicles have been on fire, one can no longer distinguish the original camouflage scheme. Neither are any recognition markings visible. (Herberts Archives)



After the war a huge clear-up operation took place. All the tanks spread throughout the Netherlands were broken up. The scrap was taken to the Hoogovens in Ijmuiden (a huge steel plant) and re-processed. Here, on 17 April 1947, the Panther in the photo above is being scrapped.

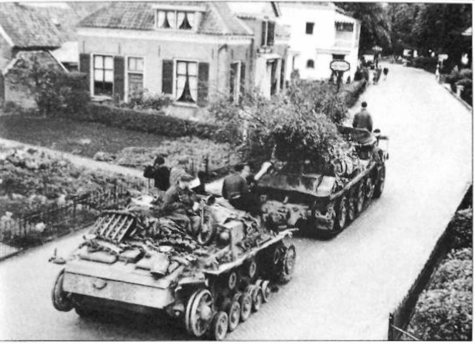


Two Panthers and one Tiger tank were knocked out during an attack west of Elst on Saturday 23 September. The action took place around Valburgseweg. The Panthers were from I./SS-Pz.Rgt.10. On the same day, British armor on the way from Driel to Nijmegen was fired on by a Panther which came from the Elst direction. By the time Elst was liberated I./SS-Pz.Rgt.10 had lost six Panthers. More than likely this is one of these tanks, completely burnt-out and therefore devoid of all zimmerit, camouflage and recognition markings. (A. Hustinx)

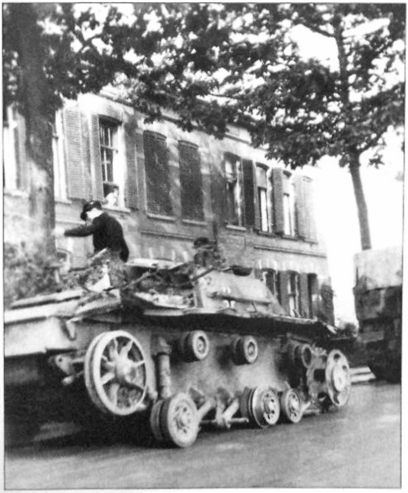


This Panther was also responsible for the delaying battles at Elst and, because it was also completely burnt-out, unidentifiable regarding camouflage and recognition markings. (M. Bando)

A period of rest followed the British Wessex Division's capture of Elst. During this time, 9.SS-Pz.Div. was sent back to Germany and 10.SS-Pz.Div. received reinforcements in the form of 9.Panzer-Division and 116.Pz.Div. Both came from the front at Aachen and were now deployed for the great counter-attack to capture the Nijmegen road bridge. Up to now it has not been possible to establish what material these armored divisions possessed, but 116.Pz.Div. had I./Pz.Rgt.24 of 24.Panzer-Division at its disposal. This unit was equipped with 26 Panther tanks. When these arrived in Oosterbeek they were sent to Heveadorp where they were set up along the bank of the river Rhine. Here, from 1 October on they operated as artillery in support of the great German counter-attack. This relatively undamaged Panther from I./SS-Pz.Rgt.10 was next to Schoonderlogt west of Elst. (Herberts Archives)

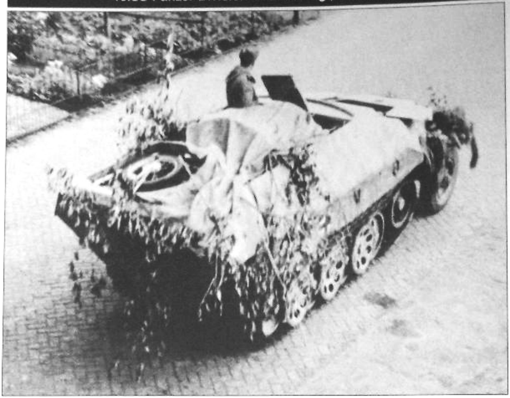


II./SS-Pz.Rgt.10 was commanded by SS-Hauptsturmführer Leo Hermann Reinhold. Reinhold's unit was far from complete. The II.Bataillon had just sixteen or so Pz.Kpfw.IVs and Sturmgeschütze. These were lagered in Vorden. On Tuesday the 19th, the pioneers of SS-Pz.Pio.Btl.10 managed to build a pontoon capable of carrying 40 tons. On the night of 19/20 September, the pontoon was used to ferry six tanks of the Frundsberg Division over the Pannerdens Kanaal (a canal) in order to join the defense line around Elst. Reinhold set up his headquarters in Bemmel, from where he would direct operations over the coming days. The British advance was lead by the Irish Guards who tried to head towards Arnhem over the Griftdijk, the highway from Nijmegen to Arnhem, on 21 September. The tanks of the Irish Guards were blocked near the Oosterhout/Ressen crossing. Reinhold's six tanks, strongly supported by infantry, were the culprits. The deadlock that ensued lasted until Monday, 25 September. (Photo Brouwer-Brummen)

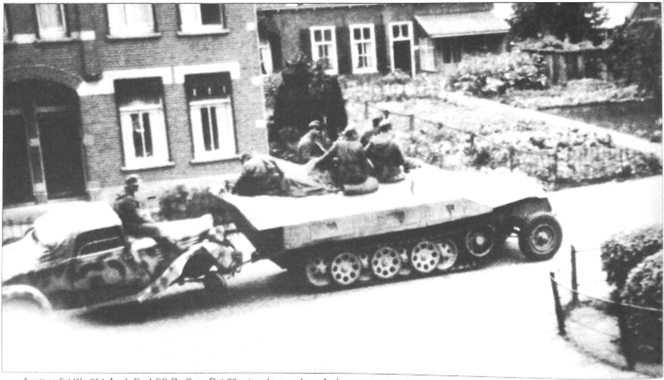


The Sturmgeschütz III Ausf. G shown being towed in these two photos is one and the same vehicle. In the top photo, the StuG. is seen being towed along Arnhemsestraat, in the municipality of Brummen, on the way to Zutphen. The towing vehicle is a heavy Zugkraftwagen 18t (Sd.Kfz.9/1). This was the heaviest half-track in the German army, and this second type was equipped with a six-ton crane. The lower photo shows the StuG. being towed through Zutphen by an Sd.Kfz.9. The towing vehicle was manufactured by the FAMO company. The SP is an early G version with just dark yellow livery, barred crosses on the sides and rear, and an old number 102 in red with white edging on the rear. The Sd.Kfz.9 half-tracks, both very late versions, were painted in three-color camouflage. (A.R. Schokker)

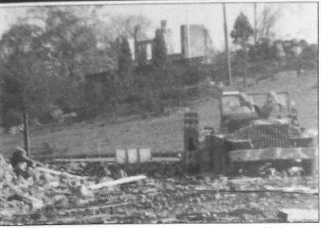
10.SS-Panzer-Division 'Frundsberg', SS-Panzer-Grenadier-Regiment 22



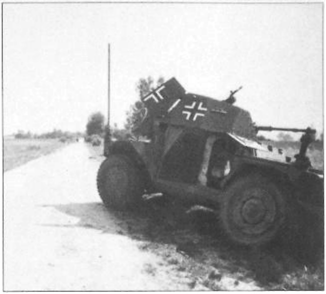
This Sd.Kfz.251 Ausf. D drives through Brummen along Arnhemsestraat in the direction of Zutphen. Camouflaged with small branches and three-color camouflage, it is being driven with its engine hatches open and is loaded with spare parts including the front forks of a motor-cycle. Almost invisible but nevertheless there, hidden by the branches, is the number on the side of the hull. (Photo Brouwer-Brummen)



Another Sd.Kfz.251 Ausf. D of SS-Pz.Gren.Rgt.22, also driving along Arnhemsestraat and towing a Personenkraftwagen 'Pkw.' Ford Typ 48 1935/36 convertible. The Sd.Kfz.251 is yellow overall, with no extra colors and no front mudguards. When the complete 10.SS-Pz.Div. had arrived in the Netherlands it was decided that all the division's armored half-tracks had to be handed over to the Recce Unit. This regiment also managed to bypass these orders because there are reports of SPWs being used by SS grenadiers of 10.SS-Pz.Div. These photos were taken by Mr C. Brouwer from Brummen. As a professional photographer he could not let the opportunity go by of photographing what he thought to be the permanent withdrawal of German troops. He took about 27 photos from two locations and at various times between 5 and 7 September. (Photo Brouwer-Brummen)

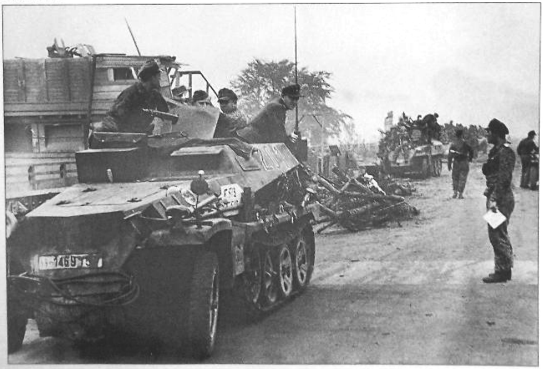


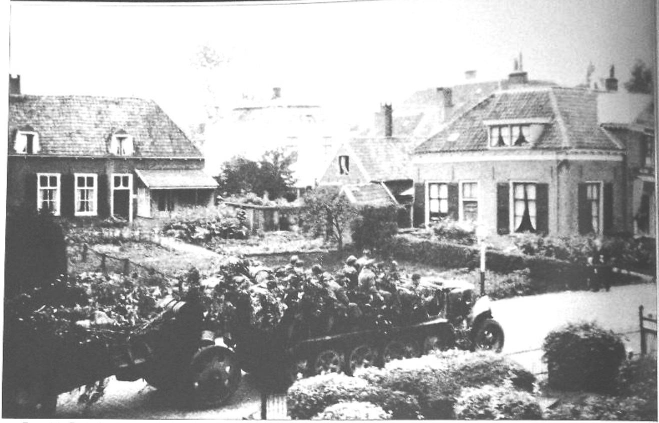
In the days preceding the landings at Wolfheze the entire SS-Pz.AA.10 was reorganized. The unit of SS-Hauptsturmführer Brinkmann had been given all the division's available SPWs. Following the alarm on 17 September Brinkmann was ordered to place himself and his unit under the command of 9.SS-Pz.Div. - responsible for the defense of the Arnhem road bridge - and to undertake this defense. He was given this order because Gräbner's SS-Pz.AA.9 was ready for action sooner, and the commanders of II.SS-Panzer-Korps were of the opinion that the Nijmegen road bridge had priority. This lead to the situation whereby, at about six in the evening, Gräbner's unit was able to cross Arnhem bridge unhindered and head for Nijmegen, whereas two hours later this proved impossible for Brinkmann's men. SS-Sturmbannführer Karl Ziebrecht's 1.Kompanie/SS-Pz.AA.10 was ordered to reconnoiter the east side of the Arnhem road bridge. While this unit, consisting of several Panzerspähwagen (Pz.Spwg.'s) armed with 20mm Flak guns approached, A Company of Frost's 2nd Parachute Battalion were preparing to attack the bridge. Due to the heavy counter-attack and the uncertainty of the circumstances, Ziebrecht's unit pulled back, firing as they went, and reported the situation to II.SS-Panzer-Korps headquarters. The Dodge BEEP shown here in the photo was used by SS-Pz.AA.10 in one of its first attacks. This American vehicle carries the three-color camouflage scheme, clearly seen on the bumper. (P.J. de Booys, Municipal Archives Arnhem B1620-14/17)



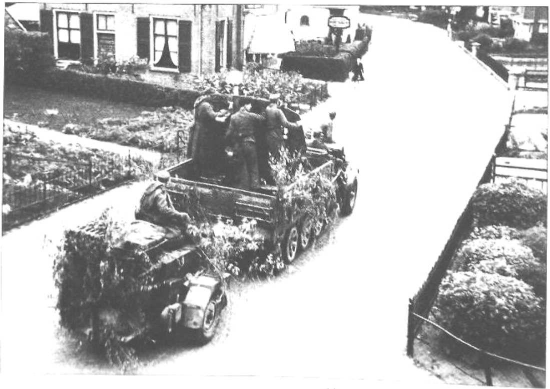
After the fighting at the Arnhem road bridge had ended on Thursday morning, 21 September, Brinkmann was ordered to attack the recently-landed Polish parachutists near Driel. That evening the tanks and SPWs set off along the narrow roads in the Betuwe area. From Friday morning onwards they attacked the Polish positions. On the evening of the 22nd, coming up from the south, they were attacked from the Valburg direction by leading elements of 43rd Wessex Division. After a short fire-fight SS-Scharführer Stocke's 2.Kompanie/SS-Pz.AA.10 managed to capture a British armored car. This vehicle still had a radio in working order, making it of enormous value to the Germans. The armored car was placed in no-man's land and used as a radio listening post. SS-Pz.AA.10 remained in action in the Betuwe until 10.SS-Pz.Div. was taken out of the area and deployed closer to Germany. This Pz.Spwg.P204 (f) Panhard was photographed by an American serviceman. He was stationed in the Betuwe, and most likely took the picture near Elst. It cannot be said with certainty that the vehicle belonged to SS-Pz.AA.10. (M. Bando)

Here KGr. Brinkmann is ready to cross the Arnhem road bridge. It is Thursday, 21 September, and in the background the center of the town is still shrouded in thick clouds of smoke. Top left in the photo is a 2cm Flak 38. This was knocked out in the evening of 17 September. The Sd.Kfz.250/3 'alt' is an ex-Wehrmacht SPW, and in the background are four Sd.Kfz.250 'neu' half-tracks. After the Battle of Arnhem and Oosterbeek was over, SS-Pz.AA.9 was attached to SS-Pz.AA.10. (BA J27.864 (Berlin))



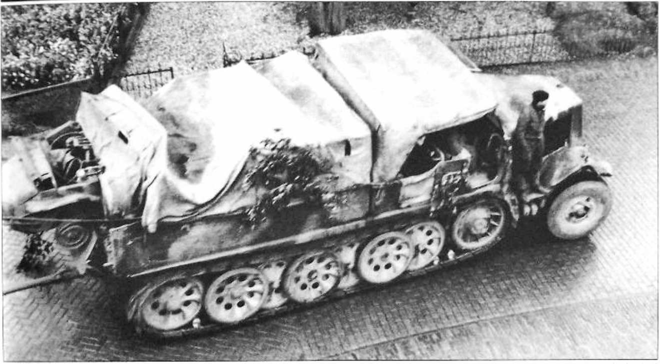


The mittle Zugkraftwagen (m.Zgkw) 8t. Typ KM m 11 (Sd.Kfz.7) seen here driving along Arnhemsestraat in Brummen, is towing a 15cm schwere Feldhaubitze (howitzer). The entire gun-crew is in the half-track. Further camouflaged with branches and packed full with extra equipment, the combination heads for the 10.SS-Pz.Div's assembly point slightly to the north-east of Zutphen. The Sd.Kfz.7 is camouflaged with large green and brown flecks, so large in fact that the basic dark yellow color is barely visible. (Photo Brouwer-Brummen)

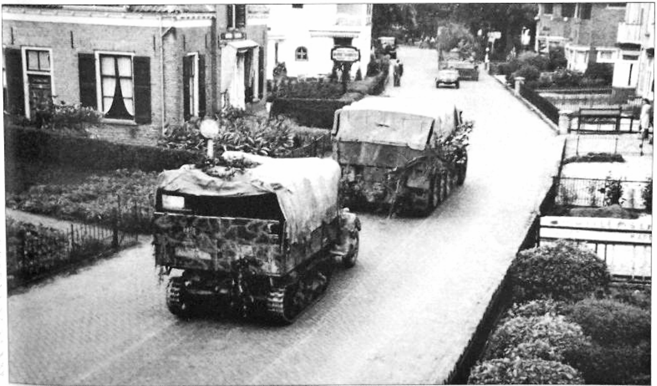


This Sd.Kfz.7/1 towing an Sd.Anh.56 is also on its way to Zutphen. The half-track was armed with a four-barrel 2cm Flak 38 gun and was a much-feared weapon in the battle against allied fighter bombers. The trailer was loaded with ammunition for the gun. This was indeed necessary because, with a rate of fire of 750 rounds per minute, it used an awful lot of ammunition in a very short time. (Photo Brouwer-Brummen)

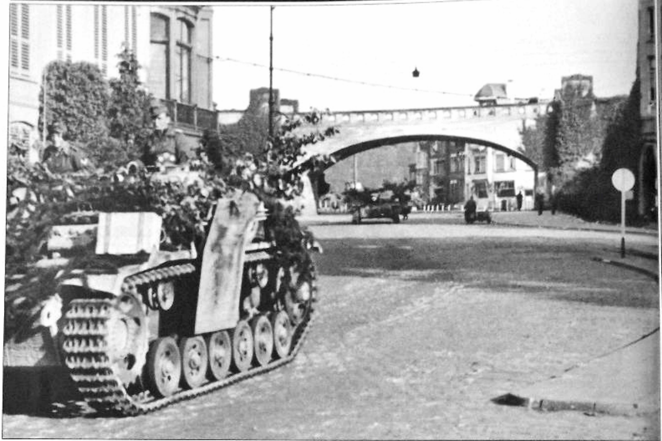
10.SS-Panzer-Division 'Frundsberg', SS-Panzer-Werkstatt-Kompanie 10



The Werkstatt-Kompanie also managed to escape from France. Here is a wonderful example of taking as much with you as you could. In the back of the s.Zgkw. 18 ton (Sd.Kfz.9) Typ F3 (FAMO, very late version) is a Pkw. K2s Schwimmwagen Typ 166 without tyres. The towing vehicle has another vehicle in tow but it is not possible to say what it is. Both vehicles have three-color camouflage, but the FAMO wheels were left in dark yellow. (Photo Brouwer-Brummen)

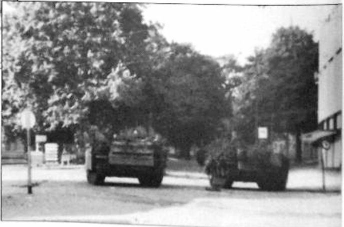


Another FAMO of SS-Panzer-Werkstatt-Kompanie10, but this time with a Gleisketten-Lkw. 2t. Maultier Ford V 3000 S/SSM (Sd.Kfz.3) in tow. Both are camouflaged in the familiar three colors, and have hardly any markings. The Maultier carries the sign 'Distance 100 meters' at the back, with some other unclear markings. In the background one can just see the combination shown in a previous photo. That was the FAMO towing a StuG III of II./SS-Pz.Rgt.10. (Photo Brouwer-Brummen)

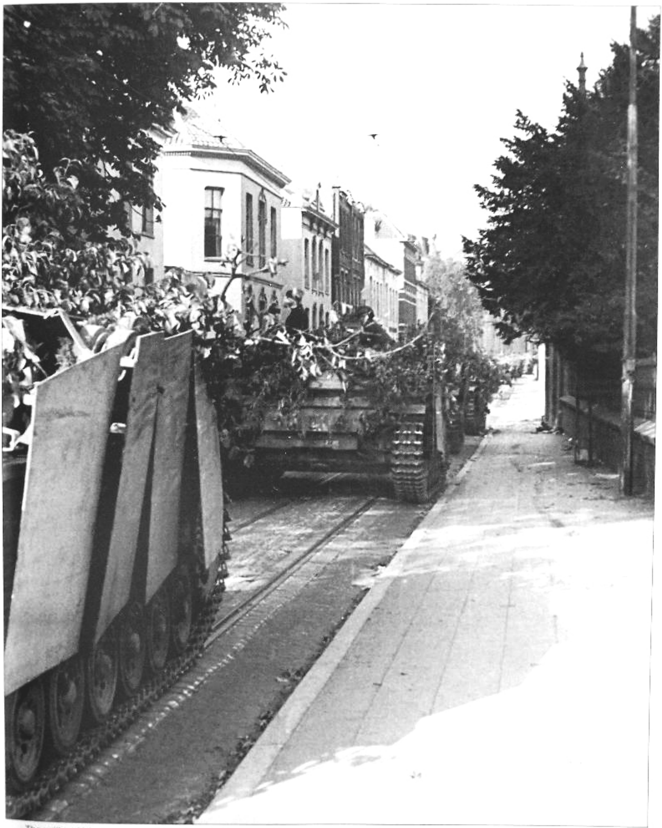


StuG.BriG.280 appeared on the battle scene on Tuesday, 19 September. With its seven Sturmgeschütze III Ausf. G and three Sturmhaubitze 42G (StuH's) this unit made an enormous difference in the balance between the two battling parties. The StuG.'s were divided between three Zug's (platoons), two with three StuG.'s, and one with three StuH.'s. The remaining StuG. was for the Gruppenführer, the unit commander. (BA 497/3530/10)

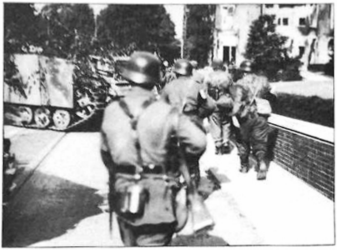
The arrival and first actions of the unit were photographed by two war photographers. PK-Berichter (Propaganda Kompanie reporters) Wenzel and Jacobsen were sent to Arnhem to take photographs for the Ministry of Propaganda. They took some 200 photos, and some show the StuG.'s of StuG.BriG.280. These three photos show the brigade entering Arnhem from the north. Where they were unloaded is unknown, but they came from Denmark, and were en route to Aachen. Some Sturmgeschütze were fitted with Schürzen, extra steel plates to protect them from hollow-charge grenades, some not. (BA 497/3530/9)



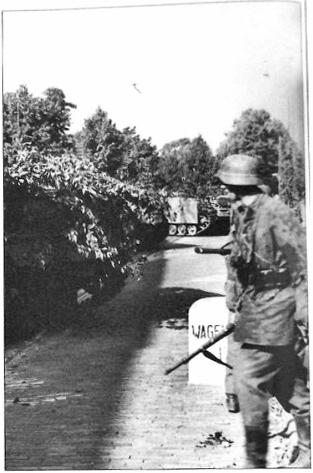
Covered by one of the StuG's, the others drive under Zijpse Poort (top photo), cross Willemsplein and Nieuwe Plein and thunder on towards Utrechtsestraat. The unit's SPs were heavily camouflaged with branches, and in some cases with camouflage nets. This meant they were really on the look out for allied fighter-bombers. (BA 497/3526/13)



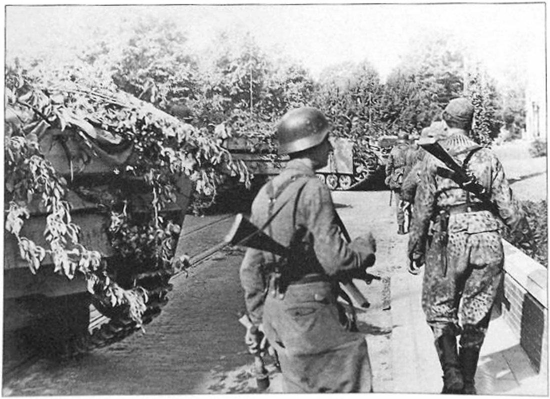
The unit's vehicles were assembled in Utrechtsestraat, that changes to Utrechtseweg a few hundred meters further on, before being divided between two battle groups. The first of these, Kampfgruppe Harder, fought in the lower area by the Rhine (Onderlangs). The second group, KGr. Möller, operated in the higher area, Utrechtseweg. All the brigade's Sturmgeschütze can be seen in this photo. If one looks at the radio aerials and shadows one can see that there are ten in all. (BA 497/3526/20)



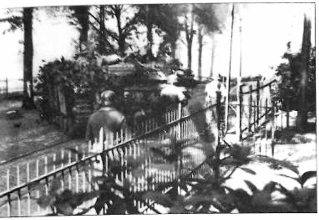
When the Sturmgeschütze reached the highest point in Utrechtseweg, they were positioned at an angle with their guns aimed in the direction of the Rhine. Although that was enemy held territory, the German position was too high to be able to fire on the British parachutists below. The vehicles were probably deployed in this manner to provide cover for the soldiers following them up. The road was also too narrow for the whole unit to advance as one. No more than two StuG.'s could operate at the same time. (BA 497/3530/32)



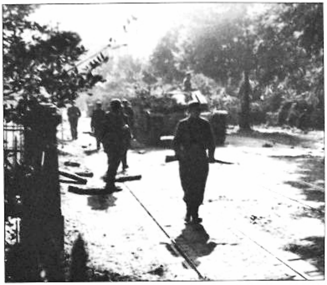
It is remarkable that none of the SPs had any recognition markings. A barred cross can be seen on one, but there are no numbers or tactical markings. The large supply box on the rear of the engine deck was a standard modification in the unit, and all StuG.'s were fitted with one. It was a strange place to locate such a box because underneath were two radiator access hatches. (BA 497/3531/10)



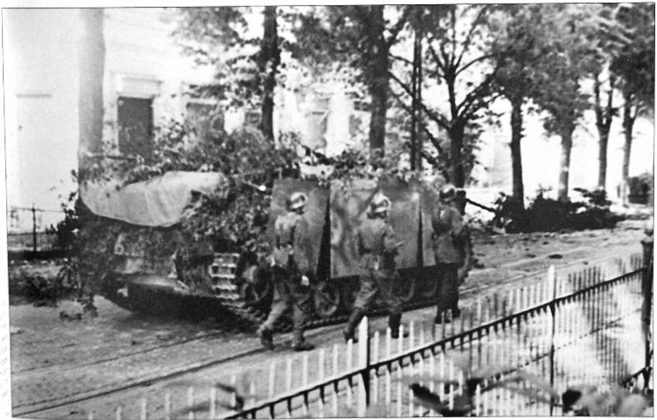
The British reached this point. Fighting manfully they had tried to force a way through to the troops trapped at the bridge, but the Germans always seemed to be that bit stronger. With the arrival of StuG.BriG.280 the balance swung towards the Germans. (BA 497/3531/9)



Wenzel and Jacobsen moved slowly towards the highest point in Utrechtseweg. The Sturmgeschütze were still at an angle. StuG.BrïG.280 had been re-equipped in Denmark under command of the 15th Army and was well trained. The unit was independent and had its own Panzer infantry and recovery unit. This unit possessed one Sd.Kfz.9 half-track and a Sd.Anh.116 low-loader for the recovery of broken down StuG.'s. (BA 497/3531/3)



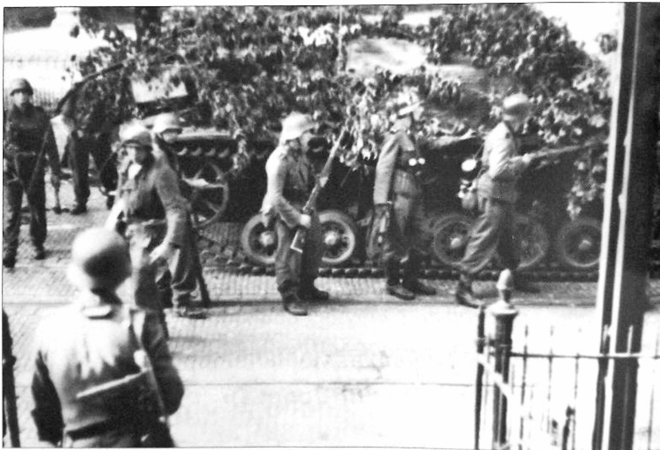
Up until now all photographs had been taken in a westerly direction. But in this photo Jacobsen had turned round and taken a shot of the lower lying Utrechtsestraat, seen from the highest point. Hostilities had quietened down because the SPs had turned around and are now heading in a westerly direction in order to re-attack the enemy positions. (BA 497/3531/5)



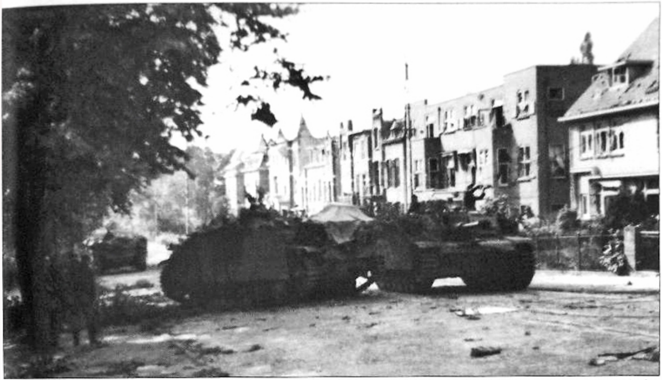
The municipal museum, visible in the background, is at the highest point of the hill. The StuG.'s, accompanied by infantry, advance westwards. At the same time the infantry mop up the area between the upper and lower roads. (BA 497/3531/4)

From a safe distance the photographer watches how the last Brit positions are cleaned out. Because the high road was so steep, the parachutists were unable to make use of their 6 pounder anti-tank guns. (BA 497/3531/6)

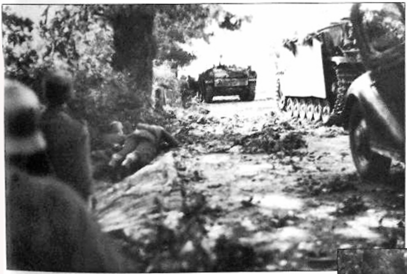
StuG.BriG.280 began its attack in the morning, and it lasted until about 3:00 in the afternoon. Up to then the parachutists had occupied positions alongside the high road. Through careful deployment of the StuG.'s none were lost in this battle. Superficial damage only was suffered from British PIATs. (BA 497/3530/33)



From this photo one can determine the type of StuG involved. On the roof it can be seen that the loader hatches open sideways, and this indicates th it is a later G version. The remotely operated MG that should have been on the roof is missing. (BA 497/3530/34)

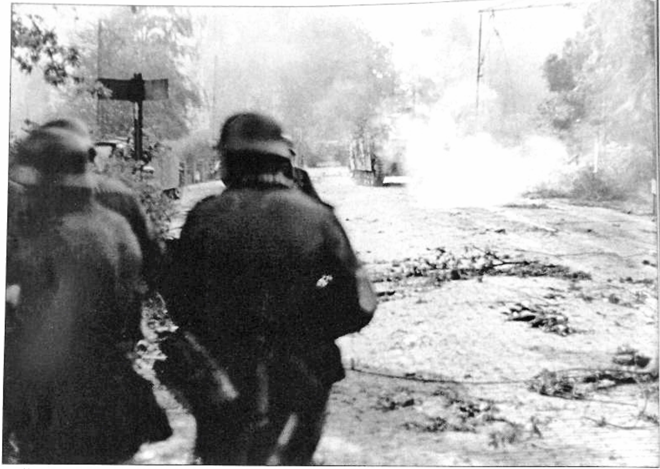


In order to avoid injury to the approaching crews, the commander is cutting through the overhead tram cables. This photo shows that there were StuG.'s present with a block gun mantle, but that does not mean it is an early G version. The gun support at the front of the hull shows that it is a later G type. (BA 497/3528/11)

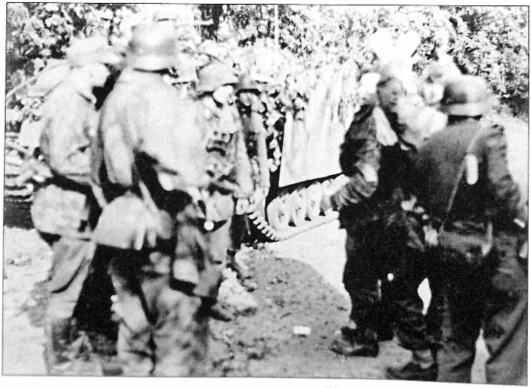


As Jacobsen approaches the Utrechtseweg/Onderlangs junction, he finds himself in the middle of the fighting. Clearly he is looking for cover in the verge. It is also clear from this photo that the low area by the Rhine has been taken by the Germans. (BA 497/3528/14)

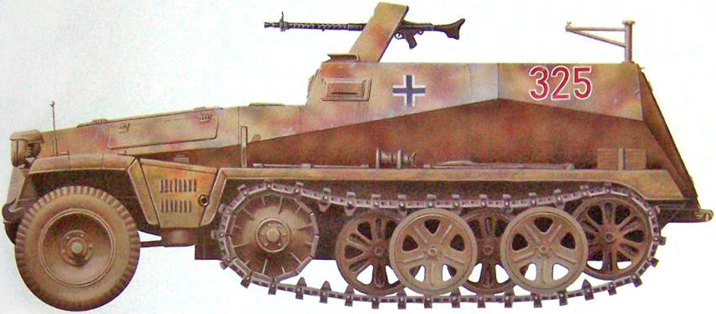
Jacobsen creeps forward with great care, and continues photographing. It would appear that the problems further up have been solved. Most of the soldiers are standing up considering the situation. The Sturmgeschütz in the center of the photo has a barely visible national cross at the rear. (BA 497/3528/15)



Here, at the three-way junction of Onderlangs and Bovenover, the smoke from the gunfire of a few moments ago is beginning to clear, and on the left one of Harder's StuG's can been seen driving out of Onderlangs. In the background the Sturmgeschütze of KGr. Möller advance further. (BA 497/3528/18)

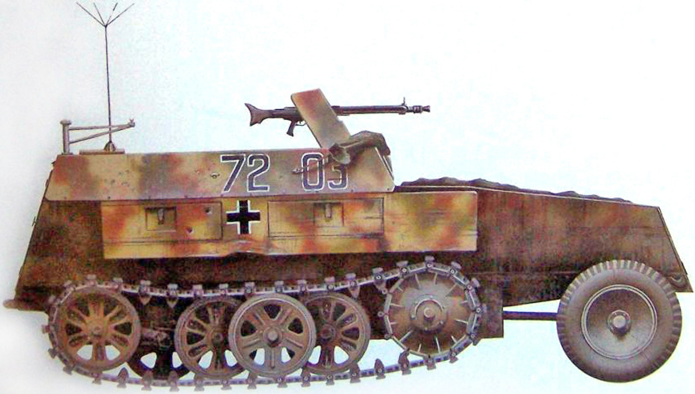


While the fighting towards Oosterbeek continues, one of the SPs has turned back into Onderlangs to assist with the capture of British parachutists who were concealed in houses between the Rhine and the junction. (BA 497/3528/22)



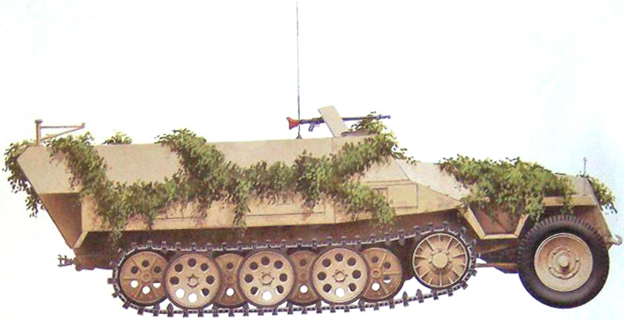
Sd.Kfz.250/1 'alt', SS-Panzer-Aufklärungs-Abteilung 9, Arnhem road bridge, 18-9-1944

This vehicle was knocked out beside the northern ramp of the bridge. It was painted in the dark yellow base color with green and brown flecks. It bears the number 325 painted in red with white edging, but at the time in question the number had little further meaning.



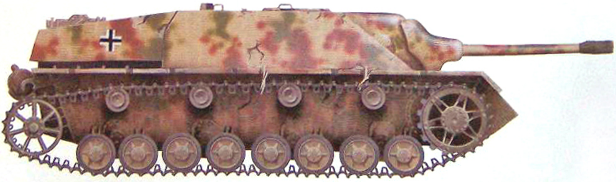
Sd.Kfz.250/3 'neu', SS-Panzer-Aufklärungs-Abteilung 9, Dreyenseweg, Oosterbeek, 20-9-1944

This armored radio recce vehicle was painted dark yellow, and camouflaged with large green and brown flecks. The number 72 03 was painted in black with a white edge at the rear and sides. It was in a sorry state. The tyres and rubber pads on the tracks were worn and an outer roadwheel was missing. The storage boxes were badly damaged with bullet holes and deep scratches, and the rear panel on the right hand storage box was missing. The vehicle had no front mudguards and was very dirty.



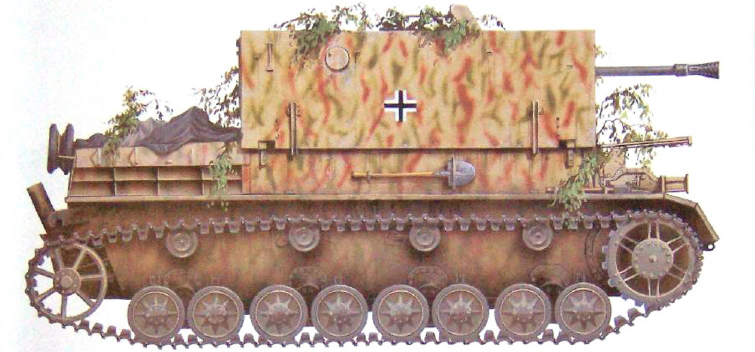
Sd.Kfz.251 Ausf. D, SS-Panzer-Aufklärungs-Abteilung 9, Amsterdamseweg, Arnhem/Oosterbeek, 20-9-1944

This unit probably had more Sd.Kfz.251s, but there are not many shown in photographs. This specific example was painted dark yellow overall with no camouflage colors.



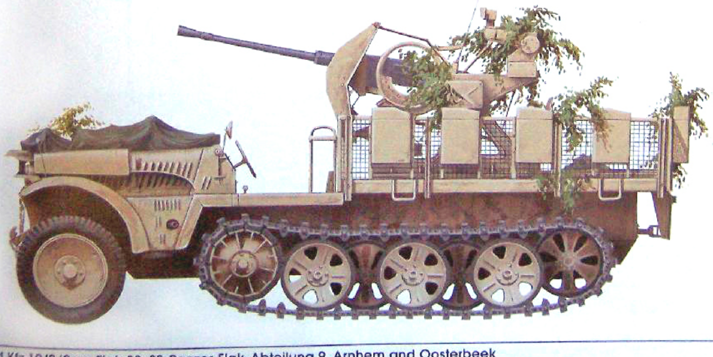
Sd.Kfz.162/1 Jagdpanzer IV L48, SS-Panzerjäger-Abteilung 9, Dreyenseweg, Oosterbeek

There are no photographs of these SPs in action, but it is reported by the Germans that they were there. The camouflage scheme consisted of a dark yellow base with green and brown flecks. They had no numbers or tactical markings. Only the national crosses were painted on the sides, and of course the Jagdpanzers were covered in zimmerit. Zimmerit was a paste-like, non-metallic substance that was mixed with other materials and applied to the vehicles in a ribbed pattern. This served as protection against magnetic mines and 'sticky bombs'. The ribs prevented the sticky bombs from sticking, and magnetic mines were rendered ineffective by the zimmerit coat.



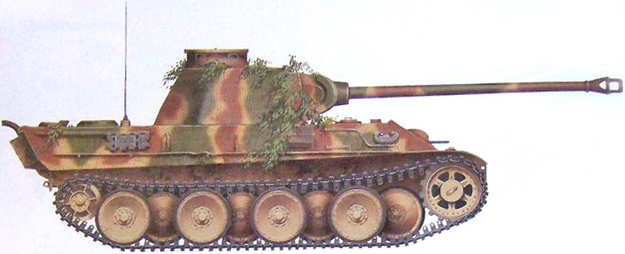
Sd.Kfz.161/3 Möbelwagen 'late version', SS-Panzer-Flak-Abteilung 9, Oosterbeek

Vehicles such as these were painted in a standard camouflage scheme, as were most Möbelwagen. It consisted of a dark yellow base color with many small brown and green flecks. There were no numbers or unit markings, and there were only large national crosses on the sides of this Flak Panzer.



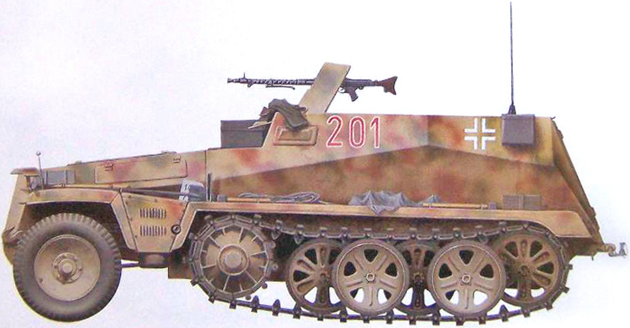
Sd.Kfz.10/2 '2cm Flak 38, SS-Panzer-Flak-Abteilung 9, Arnhem and Oosterbeek

Apart from the number plate, small anti-aircraft vehicles such as these carried no recognition markings. They had either a complicated camouflage scheme or were just painted in the basic dark yellow color. Of course they were all decked with small branches taken from trees in the area.



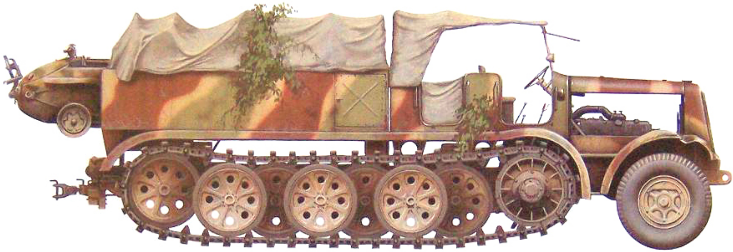
Sd.Kfz.171 Pz.Kpfw.V Panther Ausf. G 'early version', I./SS-Panzer-Regiment 10, Elst

Again, a tank painted in the three-color scheme, and once more a dark yellow base color with green and brown flecks. Unit markings were non-existent, and nothing is known of the numbers. The barred cross was on the front of the hull, and the whole tank was covered with zimmerit.



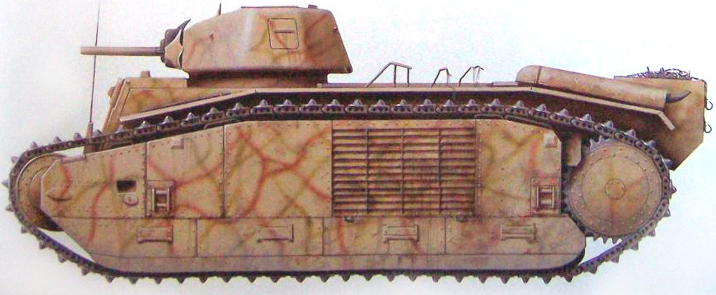
Sd.Kfz.250/3 'alt', SS-Panzer-Aufklärungs-Abteilung 10, Arnhem road bridge to Elst

A nice example of an old command vehicle still doing service. The large numbers in red with white edging were on the vehicle sides probably with the national cross behind. A number plate bearing the old Wehrmacht number was painted over with SS symbols. The vehicle was filthy, and painted in the familiar three-color scheme.



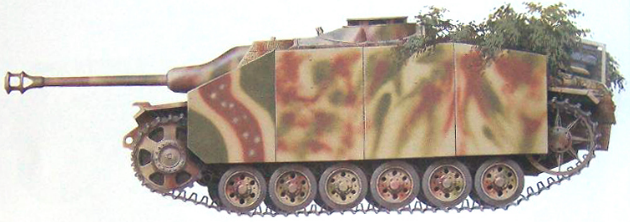
Sd.Kfz.9 18t FAMO 'very late version', SS-Panzer-Werkstatt-Kompanie 10, Brummen

FAMOs were used for the recovery of armored vehicles, and the towing of heavy equipment. At the beginning of September this vehicle passed through Brummen on the way to Zutphen. It was painted in three-color camouflage and, apart from a number plate, had no recognition signs.



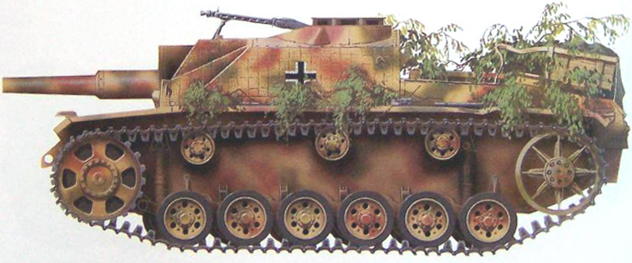
Flammpanzer B2 (f) 'Char', Panzer-Kompanie 224, west Oosterbeek

At the time that these Flammpanzer were operating in Oosterbeek they had no national cross, tactical marks or numbers. Dark yellow is the base for the barely visible green and brown small, elongated flecks.



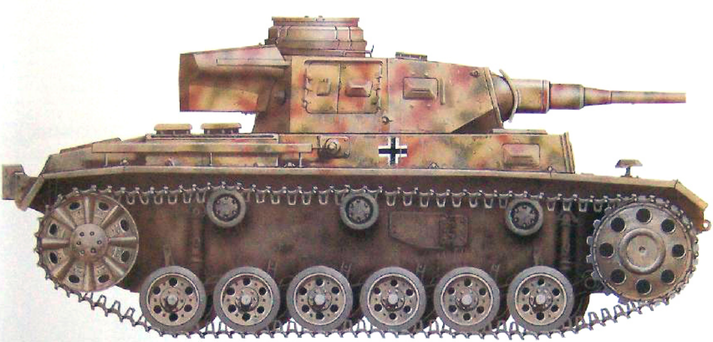
Sd.Kfz.142/1 Sturmgeschütz III Ausf. G 'late version', Sturmgeschütz-Brigade 280, Arnhem and Oosterbeek

This will not be an interesting book for those interested in tactical signs on German military vehicles. Again, no numbers or tactical markings. Only on a few StuG.'s was a national cross to be seen on the sides and rear. The camouflage was the usual three-color pattern, and only the skirt plates were of interest. These were painted in various camouflage schemes and sometimes an ambush scheme. The entire SP was covered in zimmerit, made up in a waffle pattern. The remote controlled MG34 that could be fixed to the roof was not fitted.



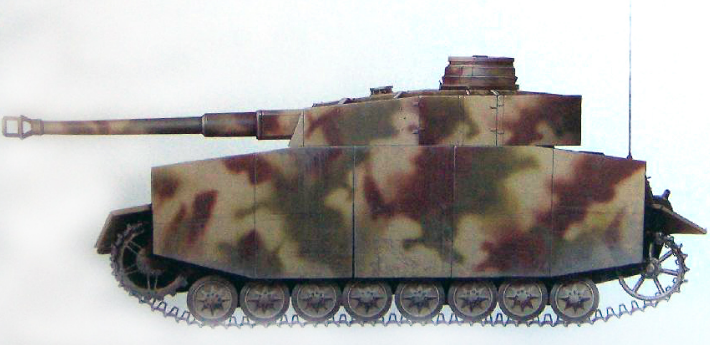
Sd.Kfz.142/2 Sturmhaubitze 42G 'late version', 2./Sturmgeschütz-Brigade 280, Arnhem and Oosterbeek

The same story as above. At the time of their being photographed, most SPs had no skirt plates, and were all decked with a layer of branches.



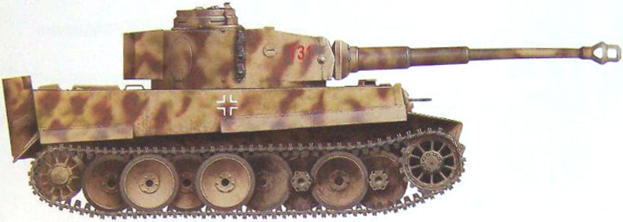
Sd.Kfz.141/1 Pz.Kpfw.III Ausf. G, Panzer-Kompanie Mielke, near the road bridge at Arnhem and near Elst

The Panzer III tanks of Panzer-Kompanie Mielke were painted dark yellow, and some were camouflaged with small green and brown flecks. A barred cross was painted on the sides and rear. They also carried a black two-digit number on the sides of the gun turret.



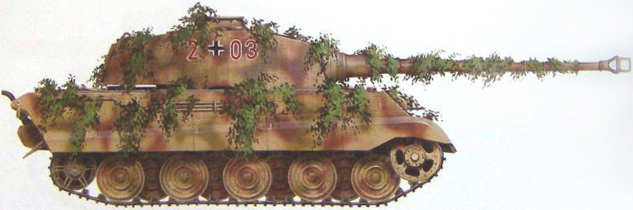
Sd.Kfz.161/1 Pz.Kpfw.IV Ausf. H, Panzer-Kompanie Mielke, near the bridge at Arnhem

No zimmerit, national cross, numbers or tactical signs can be recognized on any photos of these tanks. This Mark IV was painted with large green and brown flecks on a dark yellow basic background.



Sd.Kfz.181 Pz.Kpfw.VI Tiger I Ausf. E 'early version', schwere Panzer-Kompanie Hummel, Arnhem bridge and Elst

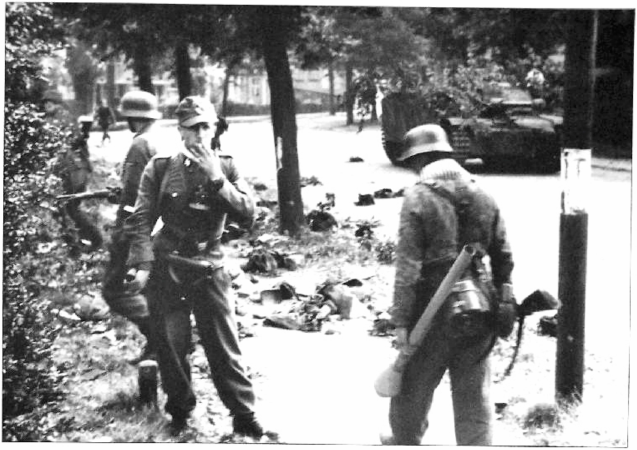
This Tiger I tank from the schwere Panzer-Kompanie Hummel was painted dark yellow with small green and brown flecks. It had a national cross on both sides, and a red code on the turret consisting of three numbers. There was no zimmerit on this Tiger.

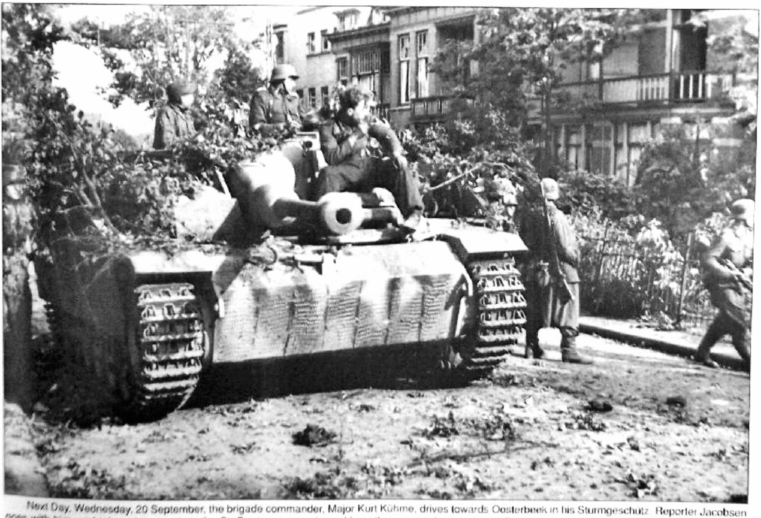


Sd.Kfz.182 Pz.Kpfw.VI Tiger II 'Henschel turret', 2./schwere Panzer-Abteilung 506, to the east of Elst

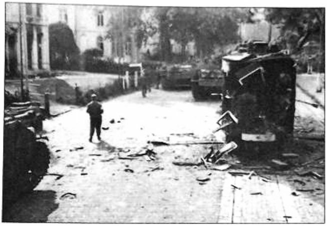
Zimmerit over the entire vehicle, a national cross on the center of the turret with the Kompanie number to the left of the cross and the vehicle number to the right. Camouflaged in the three-color scheme with large flecks and some Tigers perhaps had an ambush pattern. The numbers on this tank of the second Kompanie were painted in red with white edging.

Again a new StuG. version with a gun mantle in block form. This SP from KGr. Harder is also heavily camouflaged with branches. It is coming from Oude Kraan, and driving along Onderlangs towards the junction with Utrechtseweg. Soldiers of 9.SS-Pz.Div. walk among abandoned equipment, left behind after the captured parachutists were searched. (BA 497/3530/29)



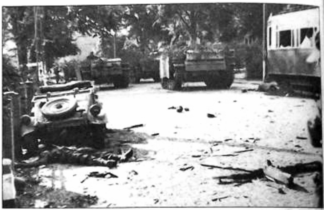


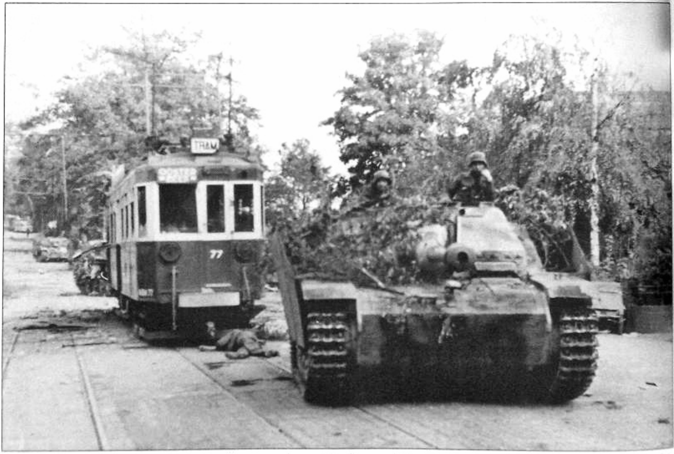
Next Day, Wednesday, 20 September, the brigade commander, Major Kurt Kühme, drives towards Oosterbeek in his Sturmgeschütz. Reporter Jacobsen goes with him, and takes pictures when the StuG. stops somewhere. Here, they are at the junction of Bovenover and Onderlangs. In the previous day's fighting, Kühme's StuG. had received a direct hit on the armor plating (left in the photo) on the right hand side by the gun. A large dent and the disappearance of the zimmerit show this. (BA 497/3529/3)



It would appear that most of the Sturmgeschütze pulled back towards Arnhem during the night of Tuesday/Wednesday, because here the majority are shown heading again to Oosterbeek. They are driving along Utrechtseweg just beyond the three-way junction with Onderlangs towards the crossroads with Hulkensteinseweg and Oranjestraat. On Sunday, 17 September the tram to Arnhem got no further than this point because the electrical power failed. During the fighting it was fired on by a StuG., which immobilized the locomotive car. An attempt to park the entire tram at the roadside via a set of points near Oranjestraat failed. Only the passenger car could be moved, with the locomotive car remaining where it had stopped. (BA 497/3529/4)

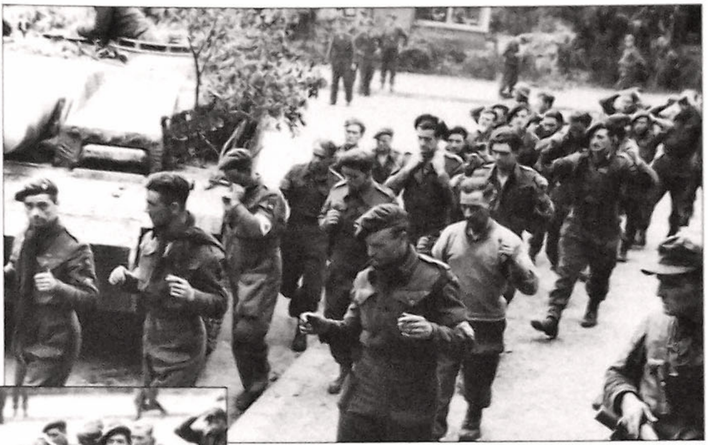
Jacobsen climbs onto one of the Sturmgeschütze parked here and there, and takes a picture. The situation is obviously less tense because he walks around the tram taking more photos. By the looks of things the StuG.'s have not suffered much during the recent action because virtually no skirt plates are missing. This light armor skirt plating usually fell off at the slightest excuse. The Pkw. K1 Kübelwagen Typ 82 was put out of action during the fighting of 18 September. (BA 497/3529/5)

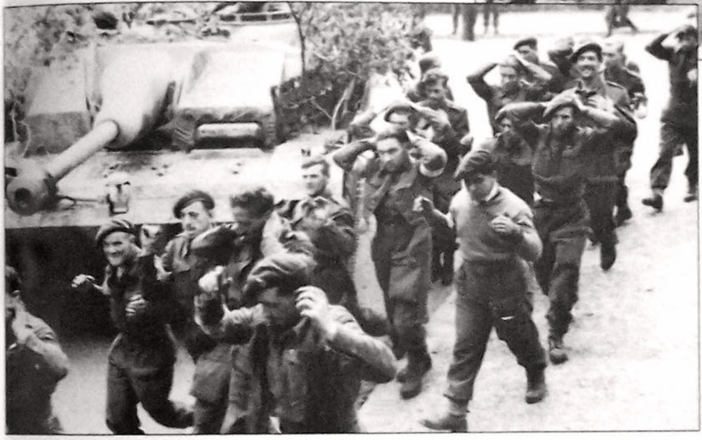




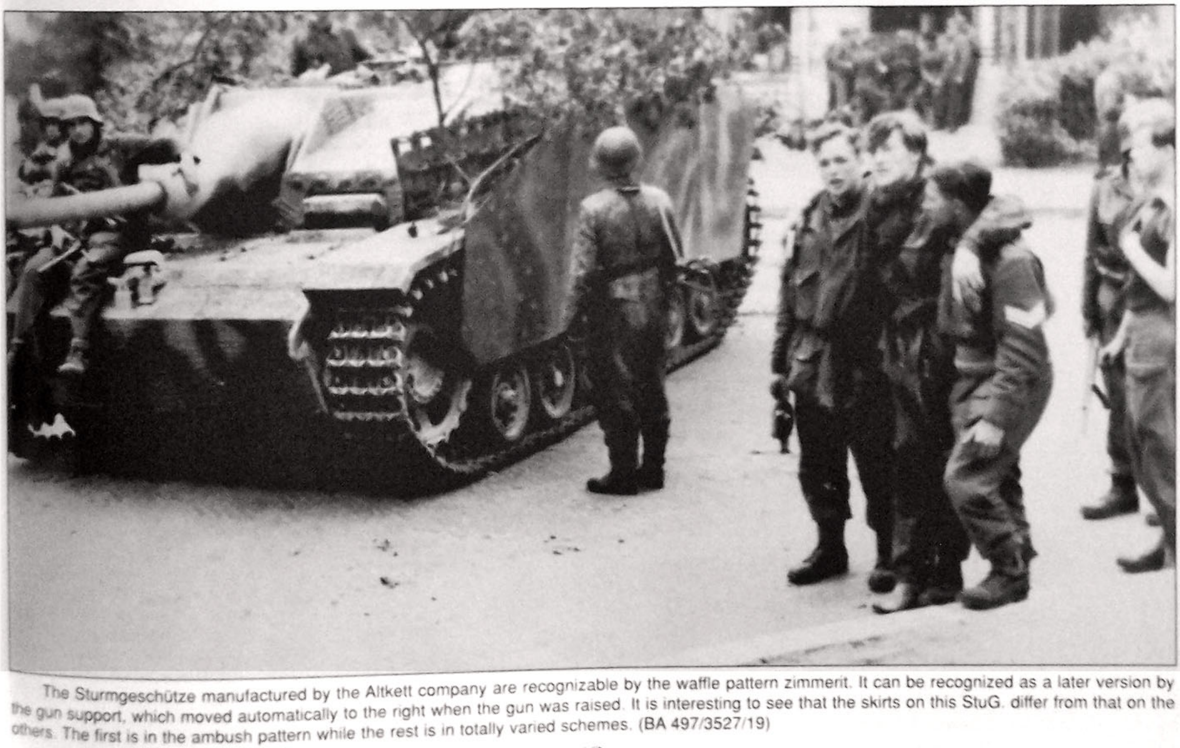
Another photo taken in the opposite direction. Here we see the remaining Sturmgeschütze plus a Sturmhaubitze, just visible behind the tram, heading for Oosterbeek. There, after heavy fighting, the parachutists were driven back halfway into the village. By using their anti-tank guns the British were able to avoid being completely overrun by the German troops. (BA 497/3529/6)

On Wednesday, 20 September both sides observed a cease-fire so that their wounded could be removed. During this cease-fire Jacobsen and Wenzel took many pictures of captured and wounded airborne. The Sturmgeschütz in which Jacobsen was a passenger is shown here in Noorderweg, east Oosterbeek. In the background is Utrechtseweg which runs from Arnhem (left in photo) to Wageningen. The parachutists come from the emergency hospitals, and are on their way to Arnhem. (BA 497/3527/20)

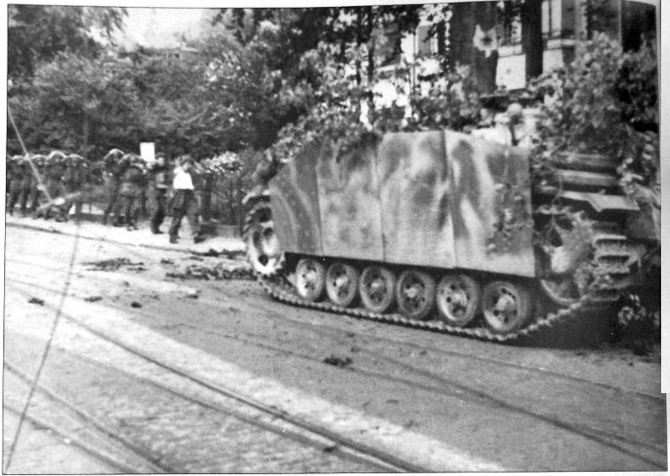




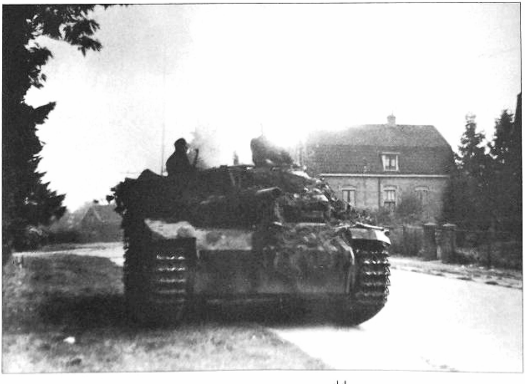
The section of track links fixed to the driver's armor is intended as alternative additional armor, not as spare track. They are actually old model track links, used from 1941 up until 1944, and the StuG.'s of StuG.BriG.280 were fitted with the newer model, which was manufactured from the end of 1943. The main difference in these links was that the old type had an open horn while on the new type it was closed. (BA 497/3527/21)



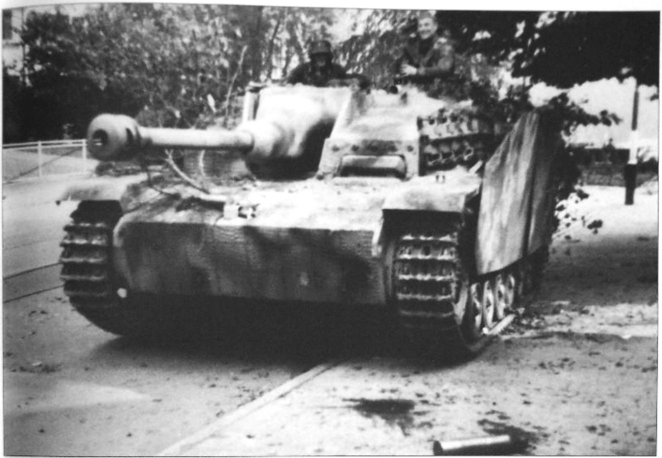
The Sturmgeschütze manufactured by the Altkett company are recognizable by the waffle pattern zimmerit. It can be recognized as a later version by the gun support, which moved automatically to the right when the gun was raised. It is interesting to see that the skirts on this StuG. differ from that on the others. The first is in the ambush pattern while the rest is in totally varied schemes. (BA 497/3527/19)



Major Kühme's Sturmgeschütz is shown here on Wednesday the 20th driving on Utrechtseweg near the crossing with Stationsweg. It is odd that on this date this SP could approach so close to the British positions, which were mainly on the west side of the crossroads. The reserve roadwheels, usually located on the engine deck, were fitted on the rear part of the mudguard. The wheels were also painted green and brown. (BA 497/3529/8)

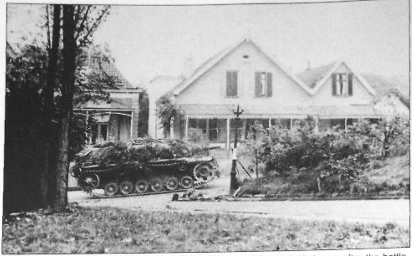


This is a Sturmhaubitze 42G 'late version' belonging to 2./StuG.BriG.280. Here it is shown driving north on Jhr Nedermeijer van Rosenthalweg towards Utrechtseweg. P.K. War Reporter Kutzner took this photo, probably on Tuesday, 26 September. Many photographs were taken by the various German war reporters on that and subsequent days. One or two P.K. members were probably carried onboard this StuH. III because it appears in a number of photos. (BA J27.757)

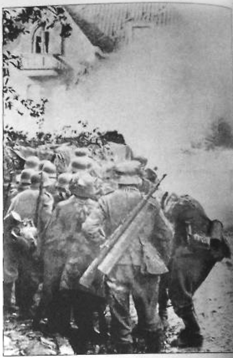


Here again is a remarkable series of photographs. This Sturmgeschütz III Ausf. G is on Utrechtseweg, just to the east of Stationsweg. This series of photos was also taken on Wednesday the 20th, therefore close to the British lines. It can be seen in other pictures of this area that heavy fighting was still taking place at this part of Utrechtseweg. (BA 497/3529/28)

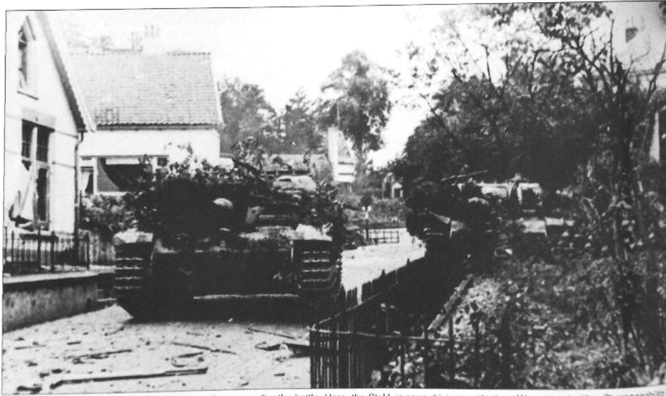
During the fighting of 20 September, StuG.BriG.280 lost its first vehicle. It was lost in confused combat around Utrechtseweg. The Sturmgeschütz was hit by a shell from an anti-tank gun while carrying out an attack. Although the damage was superficial, the crew panicked. The driver reversed into a side street and the crew leapt out, leaving the StuG. in no-man's land. While the SP was standing there, a number of parachutists came up with the idea of using the vehicle for their own purposes. A moment later they rushed over to the StuG. and climbed aboard. They managed to get it started but were unable to get it moving. Had they wanted to use the gun to fire on enemy position, they should have turned the vehicle around. Because the gun was pointing at the British positions the soldiers simply left it where it was. The StuG. remained there and for a time posed a threat to both sides. The action took place at the Utrechtseweg/Annastraat crossing, close to this spot. When the Germans re-took this area, the StuG. was removed and taken to a workshop. (BA 497/3529/27+29)



It is not possible to see from this picture whether it was taken during or after the battle. Whatever the case this StuH.42G from 2.Zug. (platoon) is shown here driving along Van Eeghenweg in a northerly direction. The same vehicle is to be seen in the following photos. (Horst Brink, Municipal Archives Renkum)

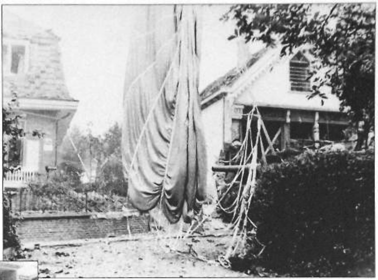


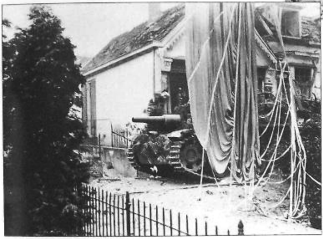
In global terms, Weverstraat formed the eastern edge of the British perimeter, and the parachutists of 1st Airborne Division defended this horse-shoe shaped area in the west of Oosterbeek with every means possible. On Monday the 25th Kampfgruppen Von Allwörden and Harder succeeded in penetrating into this area. At least one P.K. War Reporter accompanied them in order to photograph events. This unknown reporter took at least three photos at the three-way junction of Weverstraat, Van Eeghenweg and Jagerskamp. Here, a StuG.III was engaged in firing on British positions. A four-barrel Flak gun was filmed in the same area, *also* firing at the British. In this photo the engaged SP can be seen with a group of Panzer grenadiers behind it. (Courtesy Heimdal publishing)



The next series of four photographs was taken soon after the battle. Here, the StuH. is seen driving south along Weverstraat with a Sturmgeschütz the background. *The absence of accompanying* infantry and the open position of the photographer make it almost certain that the picture was taken a the battle. One can see that the StuH.42G is fairly badly damaged after a few days action. Both SPs are covered with branches to make it difficult to s *them from the air. For maximum cover* the Panzers drove directly into gardens or parks, as this photo shows. (Horst Brink, Municipal Archives Renkum)

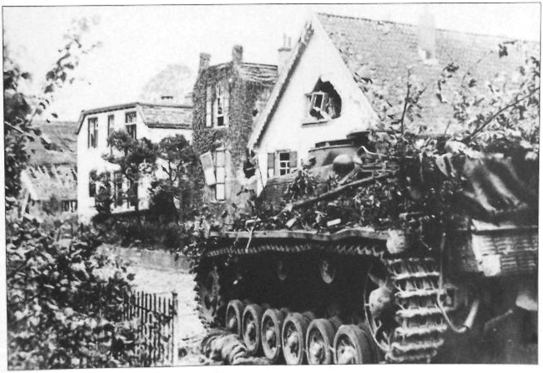
The photographer has moved back slightly and took a picture of this passing Sturmhaubitze. Because none of the StuG.BriG.280 Sturmgeschütze possessed the remote controlled MG34, something that was desperately needed, the crew of this StuH. positioned a loose MG42 on the roof between the commander's hatch and the loader's hatch. This can just be seen above the shrub. (Horst Brink, Municipal Archives Renkum)

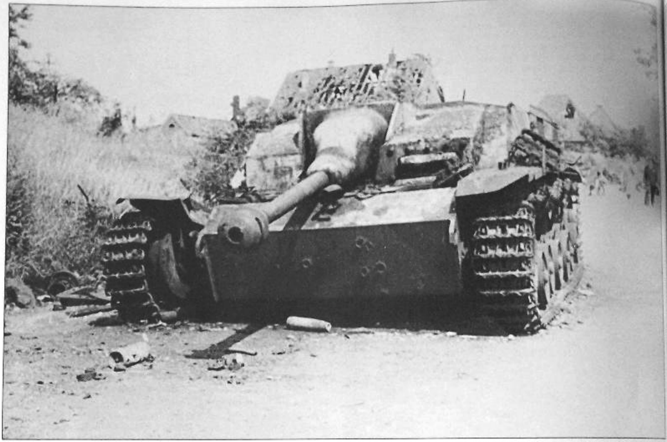




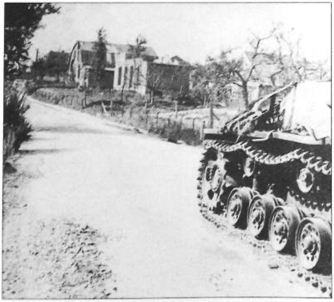
Click-click, two photographs taken one after the other. This one was not taken by Horst Brink but by P.K. War Reporter Seuffert. Seuffert and Brink probably advanced together, as was often the case with PK Reporters. Covered in green and brown flecks, waffle pattern zimmerit, lots of minor damage and with the fixing system as well as the Schürzen completely gone. The parachute hanging from a tree in the foreground is from an allied supply container. This is again in Weverstraat, which stretches from high-lying Utrechtseweg down to the lower Benedendorpsweg. (BA J27.759)

It is sometimes forgotten by those interested in the military aspects of war just what a horrific thing it actually is. During war most people become hardened through being confronted daily by such horror. It makes one immune to the suffering to be seen all around. This picture shows how this photographer, without much trouble and probably without realizing it, takes a photo of the StuH. while it drives over the corpse of a British parachutist. In this picture the SP is moving on a little and the national cross is clearly visible on the side. It is also clear to see that everything that was not armored was badly buckled. (Horst Brink, Municipal Archives Renkum)

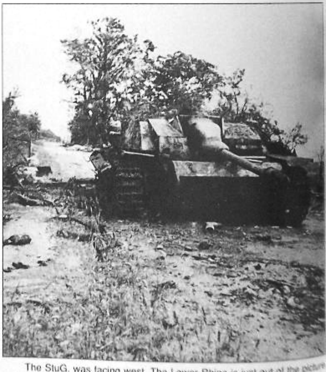




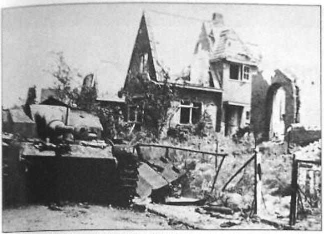
During the battle StuG.BriG.280 lost at least two Sturmgeschütze. The first was in Benedendorpsweg and was one of the StuG.'s attached to KGr. Harder. Because the vehicle was near Acacialaan it was probably one of those knocked out by Lance Sergeant John Daniel Baskeyfield (of the 2nd Battalion The South Staffordshire Regiment) on Wednesday, 20 September. It is rather doubtful if the number and type of tanks accredited to Baskeyfield are correct. The two Tigers that he is said to have destroyed were not actually operating in this area. It is indeed possible that he knocked out more than one SP, but of these only one was totally destroyed by fire, and this is the one. (A.M. de Kruiff, Municipal Archives Renkum)



This Sturmgeschütz was successfully brought to a halt after at least eight direct hits. One completely removed the right differential gear housing. The hits also saw to it that the SP was entirely destroyed by fire. Despite the doubts about the number of tanks he put out of action, Baskeyfield made sure that, for a time, the Germans did not dare to advance any further. Fearful for the loss of more valuable armored vehicles, they preferred to keep their distance. (H.J. Willink, Municipal Archives Renkum)

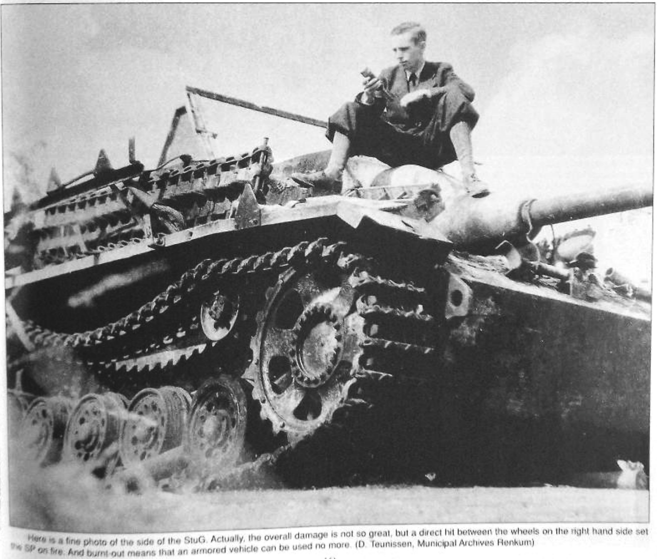


The StuG. was facing west. The Lower Rhine is just out of the picture to the left. (D. Renes, Municipal Archives Renkum)



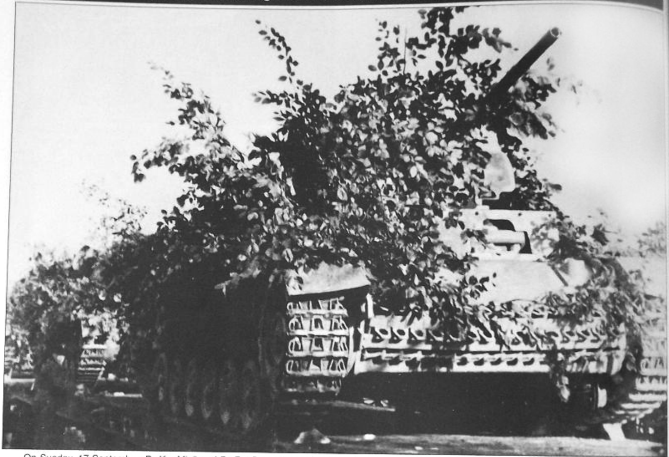
The following pictures show that victory was not achieved without tremendous opposition from the airborne. This Sturmgeschütz was destroyed in Ploegseweg in the lower, southern part of Oosterbeek. It was probably knocked out on Monday the 25th while trying to force a breakthrough under the command of KGr. Von Allwörden. The remains of the wrenched-off skirts are in the hedge to the right of the SP. (A.M. de Kruiff, Municipal Archives Renkum)

In 1945, when scrapping of the wreck had already begun, a civilian took just one more photo. This shows clearly that the StuG. was completely burnt out. There is virtually no more zimmerit left, and the armor flap for the driver's vision slit is in the closed position. This StuG. is also a late, G version. (J.J. van Rijsbergen, Municipal Archives Renkum)

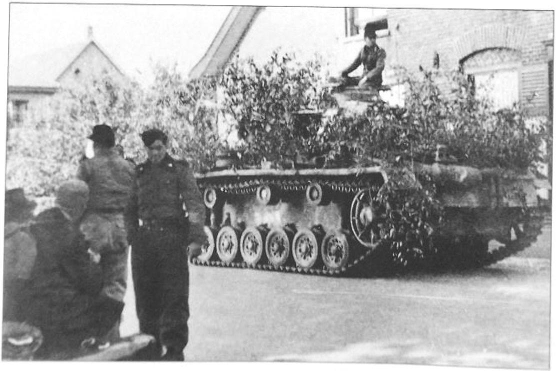


Here is a fine photo of the side of the StuG. Actually, the overall damage is not so great, but a direct hit between the wheels on the right hand side set the SP on fire. And burnt-out means that an armored vehicle can be used no more. (D. Teunissen, Municipal Archives Renkum)

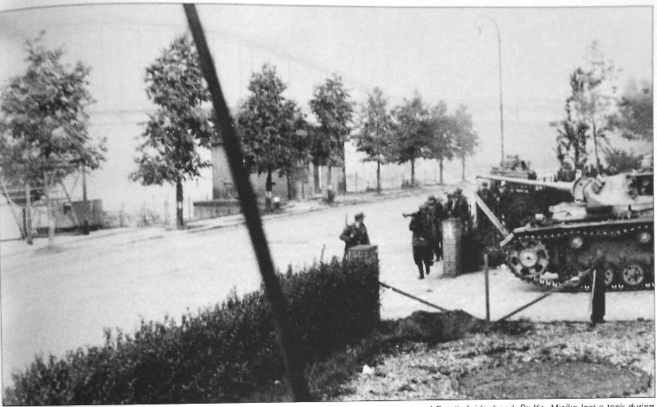
Panzer-Ersatz-Regiment 'Bielefeld', Panzer-Kompanie Mielke



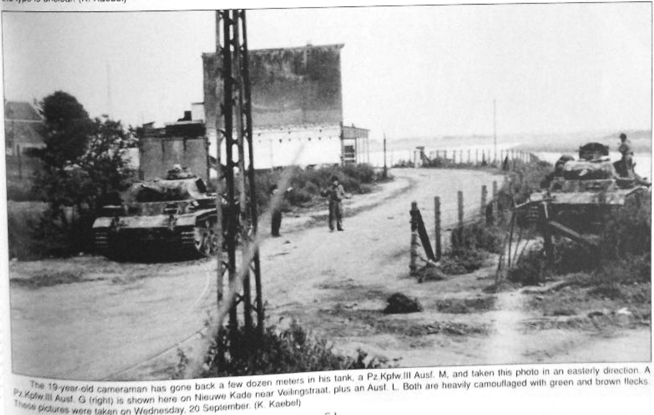
On Sunday, 17 September, Pz.Kp. Mielke of Pz.Ers.Rgt. Bielefeld was moved to Elten via Zevenaar. Here it was attached to Major Knaust's Panzer-Grenadier-Ersatz und Ausbildungs-Bataillon from Bocholt. For the coming days these two units would be known as Kampfgruppe Knaust. Panzer-Kompanie Mielke - Leutnant Mielke commanded this unit - was, according to Gefreiter Karl Heinze Kracht, equipped with eight Pz.Kpfw.III and Pz.Kpfw.IV tanks. Major Knaust arrived at Arnhem in the evening of Monday, 18 September. (K. Kaebel)



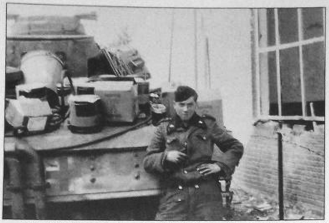
In these two photographs Pz.Kp. Mielke arrives in Zevenaar. This town to the east of Arnhem possessed a loading platform onto which vehicles could be unloaded. The top photo shows three Pz.Kpfw.III tanks on a railway truck. In the lower photo a Pz.Kpfw.III Ausf. M has just driven away from the railway station. The tank has a dark yellow base color, and is camouflaged with small green and brown flecks. In order to provide a little extra camouflage during the train journey, the tanks were completely covered with tree branches. The soldier looking at the photographer is radio telegrapher Mauel, who was a member of Kracht's tank crew. (K. Kaebel)



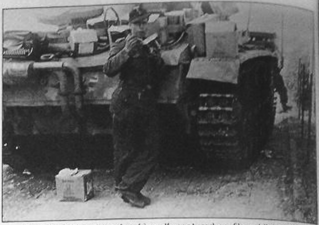
From Tuesday, 19 September onwards, KGr. Knaust carried out attacks on the eastern sector of Frost's bridgehead. Pz.Kp. Mielke lost a tank during one of these attacks. When the rubble caused by the continuous fire began to build up, the tanks' area of operations was moved to the outer edge of the perimeter. Towards the evening of Wednesday, 20 September, KGr. Knaust was taken out of the battle. The Kampfgruppe was given time to recuperate before having to go and set up a blockade near Elst. This photo shows a dark yellow Pz.Kpfw.III Ausf. M at the entrance to the Jos Pé company at Nieuwe Kade 2. Knaust's Panzer grenadiers are just returning from one of the many attacks on the British positions. In the background is another Pz.Kpfw.III, but the type is unclear. (K. Kaebel)



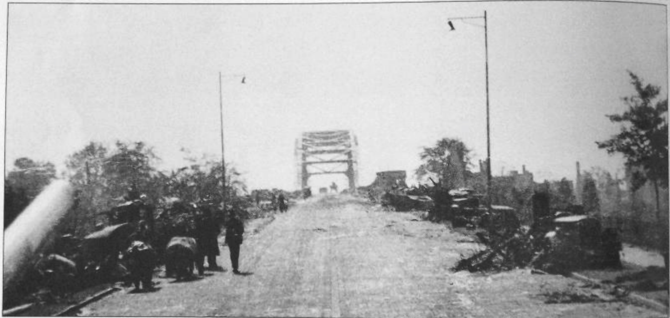
The 19-year-old cameraman has gone back a few dozen meters in his tank, a Pz.Kpfw.III Ausf. M, and taken this photo in an easterly direction. A Pz.Kpfw.III Ausf. G (right) is shown here on Nieuwe Kade near Veilingstraat, plus an Ausf. L. Both are heavily camouflaged with green and brown flecks. These pictures were taken on Wednesday, 20 September. (K. Kaebel)



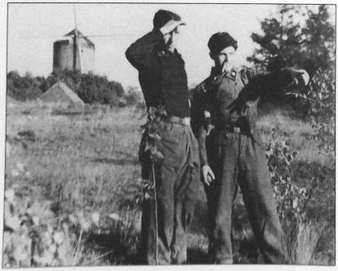
Here is Mauel again pictured next to his tank, a Panzerkampfwagen III Ausf. M. The picture shows him standing next to the Jos Pé company. It is clear that the crew has had a quick look round the company that produced picture postcards. For example, there is a typewriter from the administration department on the engine deck of the vehicle. Mauel is wearing a denim colored tank overall over his black Panzer uniform. (K. Kaebel)



Here is the photographer himself, captured on film while eating. It is easy to see from the photo that the Pz.Kpfw.III is not only heavily camouflaged but also filthy. The national cross at the rear is almost obscured by dirt. One can also just see the black number painted on the rear of the supply box. Because of all the equipment on the rear deck of the tank it is impossible to see the number there. (K. Kaebel)

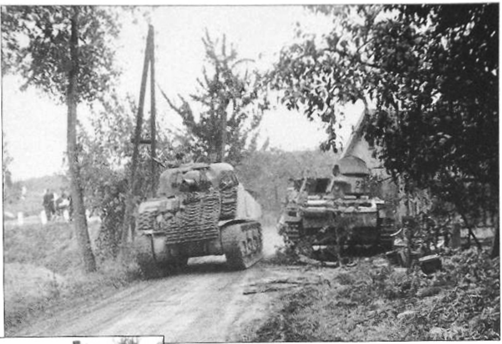


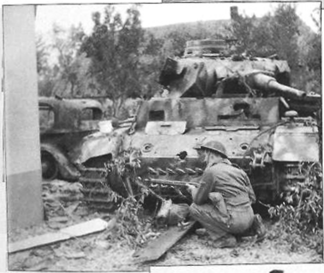
Just after noon on Thursday, 21 September. KGr. Knaust, reinforced by eight Panther tanks from I./SS-Pz.Rgt.10 and an unknown number of Tiger I tanks from s.Pz.Kp. Hummel, crossed the Arnhem road bridge. Around 4 o'clock the Kampfgruppe reached Elst, where they immediately began reinforcing the defense line. Towards the evening of Thursday, 21 September, the defenses were as follows. From the southern side of Elst, KGr. Knaust, the line ran to the northern side of Ressen: KGr. Hartung. To the west of KGr. Hartung, at Oosterhout, was SS-Artillerie-Ausbildungs und Ersatz-Regiment 5 under SS-Sturmbannführer Schwappacher. At Bemmel to the east were a number of tanks from II./SS-Pz.Rgt.10. The defenses between the Waal and Bemmel were provided by Panzer grenadiers from SS-Pz.Gren.Rgt.22. (K. Kaebel)



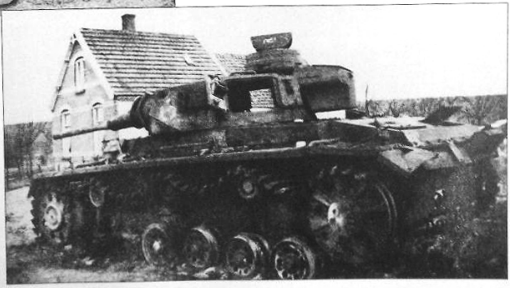
Here are crew members from Pz.Kp. Mielke by a mill in Zeddam. This village was to the east of Arnhem. The man on the left is wearing a black Panzer jacket and denim trousers. The tough-looking character pointing is wearing a green overall. (K. Kaebel)

While Pz.Kp. Mielke's five tanks had passed Elst on the way to Oosterhout, they lost two tanks in a fierce, unexpected attack. When the leading tanks met the troops of 1st Armored Division the German soldiers were initially confused by the British shouting 'Don't shoot, we're German'. A moment later KGr. Knaust came under heavy fire during which it lost two tanks and a number of grenadiers. After this skirmish the three remaining vehicles were sent into reserve at Zeddam, where they could be repaired. After this the three tanks were sent to the area between Elden and Elst to remain at the ready in reserve. Here on the right is one of the knocked out tanks, a Pz.Kpfw.III Ausf. M. The Sherman M4A4 travelling along on the left belongs to the Irish Guards. The photo was taken in Oosterhout with the Waal dike in the background, beyond which is Nijmegen. (IWM B10375)

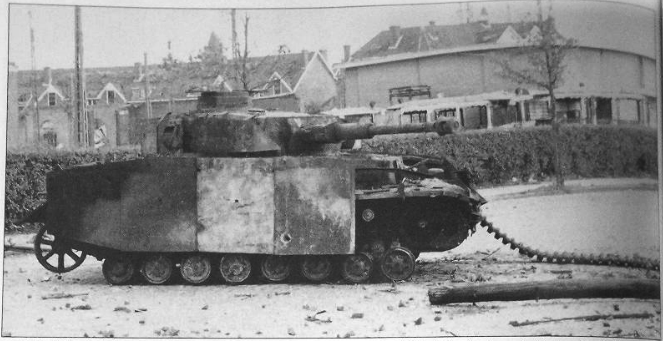




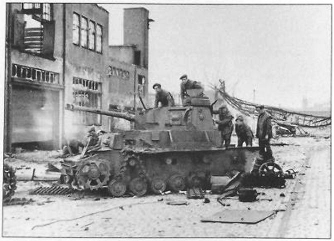
A little further back was this Panzerkampfwagen III Ausf. G. This was the second tank to be knocked out. This rare old type had received two direct hits in the front, one by the driver's vision slit and one on the front armor. (IWM B10376)



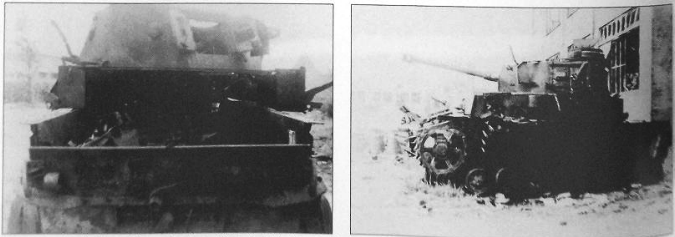
Here is the same tank, but photographed in 1945. From this picture it is clear to see that it is an old type by the old drive and tension wheel. This Panzer III Ausf. G is also shown in the photo on the Nieuwe Kade in Arnhem. This can be seen from the camouflage pattern on the front of the tank.



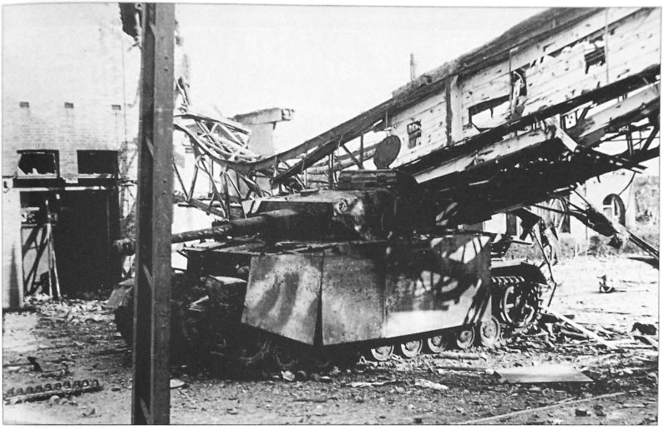
Pz.Kp. Mielke lost its first tank on Tuesday, 19 September while it was driving towards the Rhine bridge from the north of Arnhem. The Pz.Kpfw.IV Ausf. G in this picture was probably the unit's first loss. It is extremely odd that the company lost more tanks while entering Arnhem. It is possible that this Pz.Kpfw.IV at the Westervoortsedijk/Vlijtstraat crossing was one of the victims. Because the rear of the tank is pointing towards the British bridgehead, it is possible that the crew mistook the positions of the enemy anti-tank guns. (P.J. de Booys, Municipal Archives Arnhem B1620-13/12A)



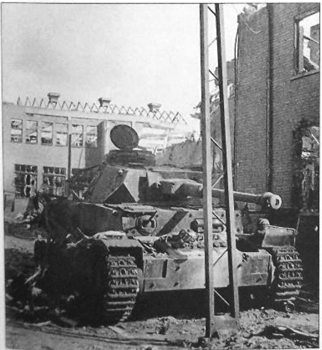
When the real liberation of Arnhem took place in April 1945, the liberators were photographed on the wreck of the Pz.Kpfw.IV. It is clear that the Werkstatt-Kompanie had removed anything of use, including the engine. In the background is a second knocked out Pz.Kpfw.IV, under the collapsed pipe bridge. (Canadian Archives)



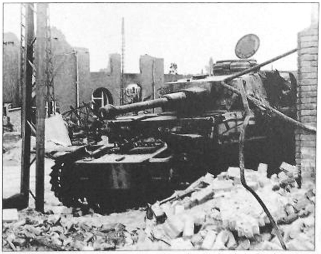
Here are two detail photos of the wreck taken in 1945, after it had been pushed to one side. (Municipal Archives Arnhem B8048/6 + 1)



It can be assumed that the second Pz.Kpfw.IV Ausf. H under the collapsed pipe bridge in Westervoortsedijk was lost by Pz.Kp. Mielke in the fighting on Tuesday 19 or Wednesday, 20 September. Three hits on the front set the tank on fire. However, it is possible that the two Pz.Kpfw.IV's belonged to II./SS-Pz..Rgt.10, but in this case Pz.Kp. Mielke is the most likely. (P.J. de Booys, Municipal Archives Arnhem B1620-13/13A)

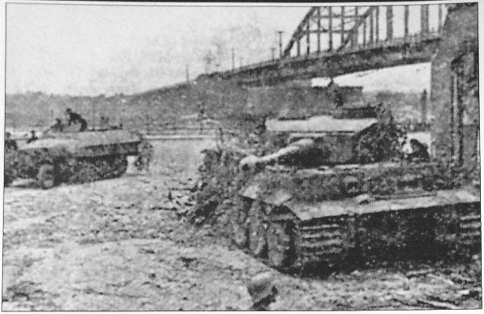


The two Pz.Kpfw.IV's that were photographed were already obsolete by September 1944, even though they had been modified. Both had been fitted with the new skirt attachment system but neither had zimmerit. The Pz.Kpfw.IV that came to its end under the pipe bridge had a new type tank commander's hatch. (IWM HU46265)

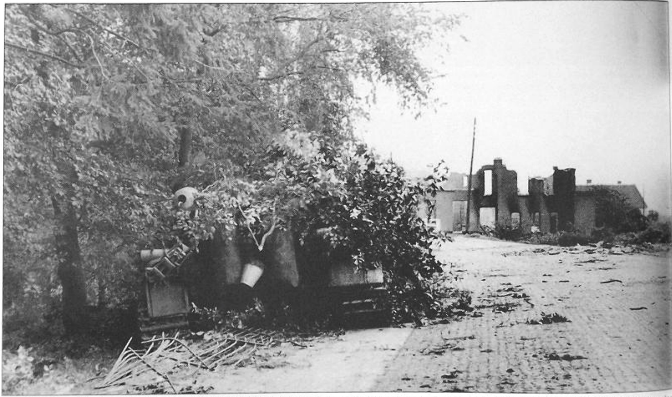


The top photo on this page was taken after the battle in October 1944, and the lower two after the liberation in 1945. It is clear that one thing and another had been removed from this vehicle before it was left behind. This picture shows where the three shells struck that put the tank out of action. (Municipal Archives Arnhem ZR357)

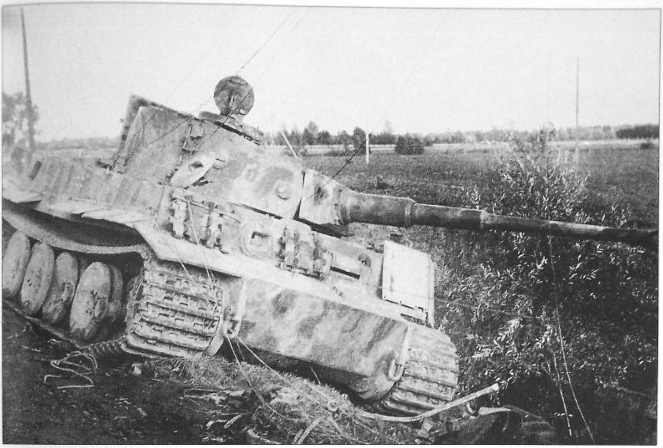
schwere Panzer-Kompanie Hummel



s.Pz.Kp. Hummel was equipped with 14 Tiger I tanks. It was formed in July 1944 at the Pz.Ers.Abt.500 in Paderborn as a so-called Alarmeinheit. After recovering from his wounds, Hauptmann Hans Hummel was placed in command. Hummel selected the commanders who were also at Paderborn and who were well known to him from their service with s.Pz.Abt.504 and, in particular, those who went with him to Sicily in 1943 in 2./504. After training, the alarm was raised at 0:30 hours on 18 September. Loading began next day at about 8 am. Towards afternoon the transport got under way and arrived at the station in Bocholt on the morning of the 19th. Because the railway line was blocked the unit had to be unloaded at this point, and the tanks then had to drive 80 km before they could engage at Arnhem. Only two Tigers completed the journey without problems. For various reasons the others dropped out on the way and arrived later. (Airborne Museum 'Hartenstein', Oosterbeek)

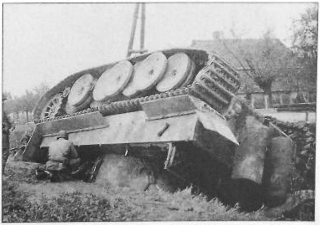


The Tigers of Leutnant Knaack and Feldwebel Barneki arrived in Arnhem during the evening of Tuesday the 19th. They were immediately placed under the command of KGr. Brinkmann. They were ordered to have the tanks ready for action at once. Because someone would not or could not wait for the arrival of the rest of the Hummel Panzers, the two Tigers that had arrived were deployed straightaway that evening. At about 20:00 hours both tanks set off to attack the Rhine bridge. Shortly afterwards they were both fired on by the anti-tank weapons of the parachutists who were concealed in the houses near the ramp. Two of Knaack's crew were badly wounded, the result of a direct hit on the turret and a shot through the gun barrel. After a successful withdrawal from the battle area and the recovery and transportation of the wounded to the military hospital, the tank was taken to the workshop at Doetinchem. After this attack the remaining tank and the newly arrived Tigers were allotted to KGr. Knaust. Under Knaust they were used to fire on the houses containing Frost's parachutists. The Tigers made their presence felt right up to the end of the battle. Early in the morning of Thursday, 21 September, Panzer grenadiers from KGr. Brinkmann, together with three Tigers from s.Pz.Kp. Hummel and a number of 8.8cm Flak guns, mopped up the last British pockets of resistance. The top photo shows a Tiger I in Ooststraat. Camouflaged with branches, just like the similar Tiger in the lower photo, the crew try to make their tank invisible from the air. The Tiger in the lower picture is waiting for the Werkstatt-Kompanie to repair the left track. The Tiger I in the top photo is ready to launch an attack on the British bridgehead. In the background an Sd.Kfz.251/1 Ausf. D of SS-Pz.AA.10 passes by. (Airborne Museum 'Hartenstein', Oosterbeek)

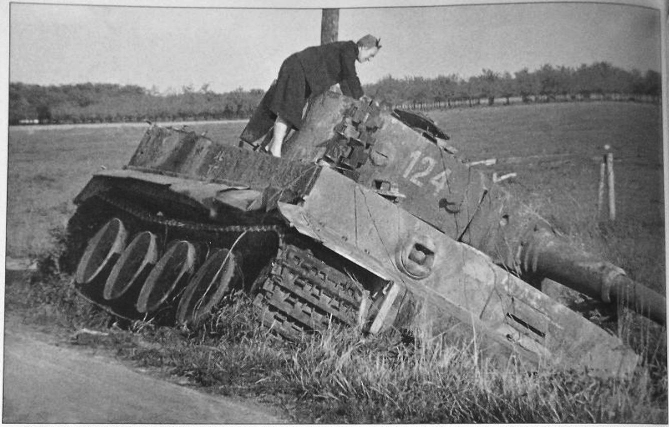


This Panzerkampfwagen VI Ausf. E Tiger I had a dark yellow base color and was camouflaged with small green and brown flecks. It had a registration number in red or blue. Many extras had been removed from the tank, such as the smoke grenade launchers on the turret and the mine launchers on the hull of the tank- one point identifies the Tigers of s.Pz.Kp. Hummel. A piece of transport track was fitted to the front armor. Three links were fitted between the driver's vision slit and the front machine gun and three standard links were sometimes placed on the sides of the armor plate. Photos from Belgium and Germany also show that the unit possessed later Tiger I versions. The hull with steel wheels was sometimes combined with the old turret and some of these combinations had zimmerit, the majority not. (M. Bando)

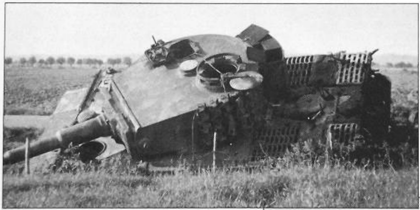
After Thursday, 21 September, s.Pz.Kp. Hummel was deployed near Elst. Under command of KGr. Knaust they took part in various operations around this village. At about 6:30 pm on Friday, 22 September, five of their tanks were destroyed during an action by the British 214th Infantry Brigade of 43rd (Wessex) Infantry Division to the west of Elst. By undermining the Valburgseweg/Hollanderbroekstraat crossing, the tanks were forced to stop. Anti-tank guns and PIATs increased the confusion, and reversing on these narrow roads was difficult. This caused a number of tanks to slither off the dike road and become bogged down and inoperable. A day later, on Saturday, 23 September, a big allied attack on Elst took place, and the road became blocked by more tanks, including a Tiger I. More tanks were knocked out, also including a Tiger.



This is probably the Tiger destroyed on 23 September. It was in Valburgseweg just to the west of Elst. The pile of scrap in front of the tank is all that remains of two British Universal Carriers. These were destroyed by German tanks on Thursday the 21st. It is impossible to say if the Tiger rolled onto its back during or after the battle. It could be that it toppled over when it was pushed aside by allied troops. (M. Bando)

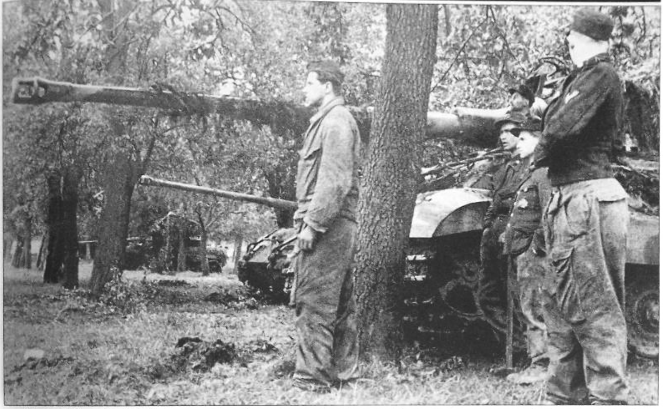


This is one of the tanks ambushed by 214th Brigade. The Tiger I lies helpless in the ditch. The chassis has been on fire but the rest of the tank has not been completely burned. This is at the Valburgseweg. The white number is clearly visible, as is the barred cross on the rear. (Herberts Archives)

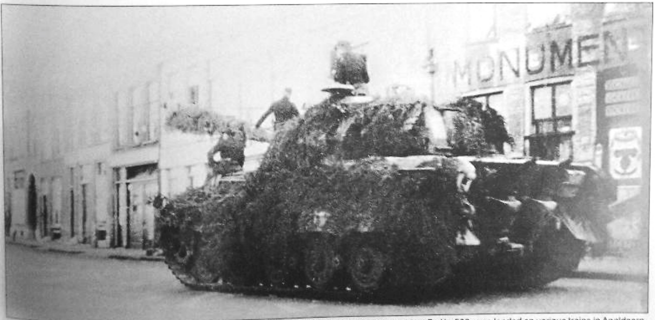


It is also clear to see that the unit possessed the older Tiger I tanks fitted with an interim type turret. This means that the commander's hatch was modified. That the chassis came from an older type Tiger can be seen from what remains of the filter system and the mine launchers on the rear deck. (Herberts Archives)

According to notes from veteran H.G. Köhler (radio-telegraphist in Barneki's tank) the unit served in the following areas: Arnhem, Elst, Valburg, Lienden, Gendt, Ede, Utrecht and Enspijk. When the battle in the Betuwe was over, the unit was sent to Utrecht via Ede. Here the tanks were serviced and repaired before being sent by train to Den Bosch (Enspijk).

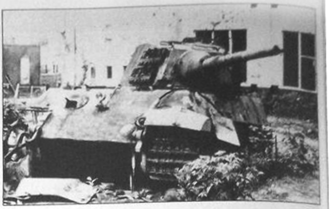


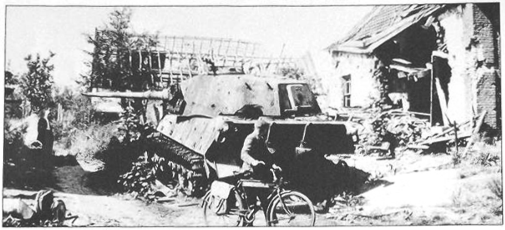
Between 20 August and 12 September 1944, s.Pz.Abt.506, commanded by Major Eberhard Lange, was equipped with 45 new Tiger II tanks, Königstigers. The unit consisted of three companies, each with 14 tanks, and a staff company with three tanks. After a short period of training the entire unit was sent by train to the western front. On the night of 23/24 September it arrived in Zevenaar. Here, two companies were unloaded and sent to Arnhem. 1./s.Pz.Kp.506 and the staff company went to the Aachen region, and joined battle with the advancing Americans. Of the two companies directed to Arnhem, 3./s.Pz.Kp.506, under command of 9.SS-Pz.Div., went to Oosterbeek while 2./s.Pz.Kp.506 went to Elst under the command of 10.SS-Pz.Div. Here are three Tigers positioned in the woods. According to the original photo caption this was near Aachen, but it nevertheless gives a good idea of the make up of the vehicles around Arnhem. (BA J27.974)



The Tiger II's were 'trained' to Aachen between 10 and 13 October. The Königstigers of 2. and 3./s.Pz.Kp.506 were loaded on various trains in Apeldoorn, Zutphen and Bocholt. Here one of the Tigers is being driven along Wamsveldseweg near Zutphen station. This Tiger was built before June 1944 which can be seen from the lack of armor on the hinge of the turret's rear hatch. (A.R. Schokker)

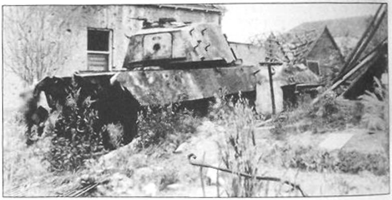
Despite their fearsome reputation, the 68 ton Königstigers had little effect in Oosterbeek. The narrow roads with their light foundations made them an impossible operational environment for these formidable tanks. The heavy 88mm gun with its enormous range was also ineffective in the closely built-up area in which the British soldiers were concealed. This enabled the parachutists to disable a Tiger from close range. This tank, attached to KGr. Von Allwörden, was knocked out near the Klompenschool in Beneden-Weverstraat when it was hit by several anti-tank shells. One shell shot off the right track, disabling the tank, which was then set on fire. (Municipal Archives Renkum)

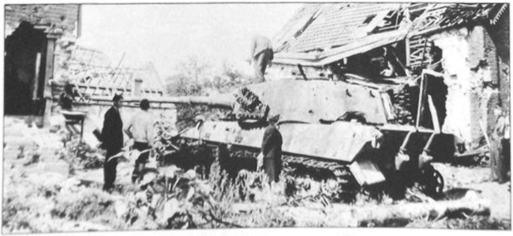




This huge tank also impressed the civilian population. Of all the wrecks left in the Netherlands after the war, this Tiger is the most photographed. Approximately 30 photographs are known. The top picture on this page was one of the first to be taken, which can be seen from the towing eyes with towing cables still attached. Later photos show that the cables have been removed. The cables were usually fixed to the side of the tank, but in battle situations they were attached as shown. This was a useful arrangement for ensuring that the tank concerned could be recovered quickly by a towing vehicle if necessary. (Popper Photo)

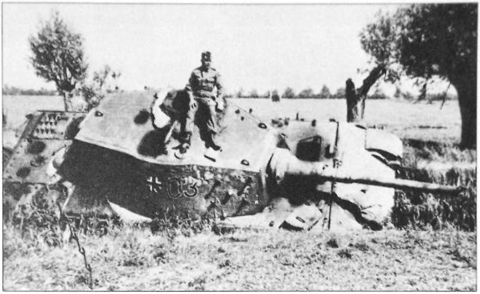
This photo clearly shows that the right track is off. One can also see that the vehicle was hit more than once. Most of the zimmerit has been burned off, only small pieces remaining at the front and on the right side. The Königstiger belonged to 3./s.Pz.Abt.506, and was knocked out on Monday, 25 September. The 14 tanks from the third company carried a black number with yellow edges. The barred crosses were painted in the center of the turret sides. To the left of the cross was the number 3, and to the right the vehicle number (01 to 14). This Königstiger was also manufactured before June 1944. (F. de Soet, Municipal Archives Renkum)

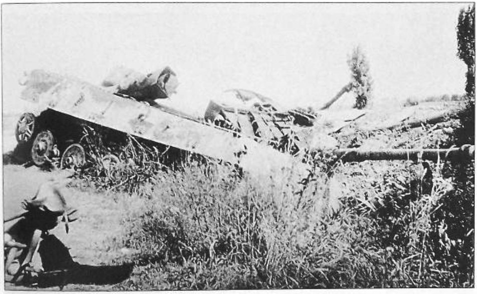




Of all the photos taken of this wreck, about half were taken from this position. Despite British stories, this is the only Tiger to be lost in the fighting around Oosterbeek. Perhaps more were brought to a halt due to damaged tracks, but this is the only one to be totally destroyed. (Municipal Archives Renkum)

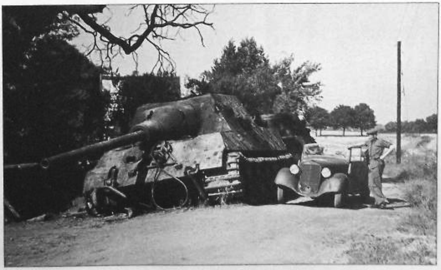
Neither did the Königstigers really get going in the counter-attack at Elst on 1 October. The small dikes, weak bridges and marshy countryside was not the ideal environment for these heavy tanks. When 10.SS-Pz.Div. launched the counter attack on Elst at the beginning of October together with 9.Pz.Div. and 116.Pz.Div., the Abteilung lost eight tanks. Four Königstigers were recovered but the other four vehicles had to be left where they were due to a lack of recovery vehicles. The Tiger shown here that slid sideways into a ditch alongside Heuvelstraat was to the north of Den Heuvel farm. This was in the area east of Elst, where the unit encountered strong opposition from 7th Battalion, The Green Howards on 1 October. (R. Combs-N.A. de Groot)



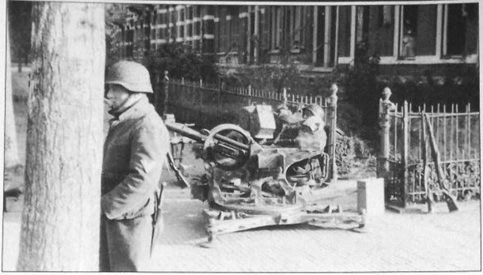


The first Tiger II was destroyed by five PIAT hits. Around 10:30 on 1 October, a soldier from the 11th Platoon disabled it with a PIAT. This occurred about 70 meters north of Den Heuvel farm and close to number 03, shown in the top photo. It would seem that after being hit, the tank, which was fitted with a Henschel turret, was blown up because little of it remains intact. This Tiger belonged to 2./s.Pz.Abt.506 and had red numbers with white edging. (NIOD)

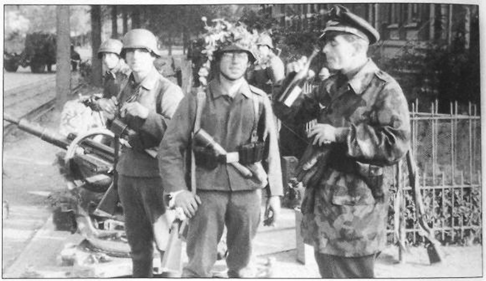
This color photo has been published in various books and magazines, and the captions say that it was taken in Elst. If this is so then it is a unique picture. By the beginning of October 1944 only nine Sd.Kfz.186 Jagdtigers had been produced, and they were still undergoing their trial period. It appears that the two vehicles shown here may have been deployed with s.Pz.Abt.506 by way of a test, and this is quite feasible because the unit was equipped to operate with heavy tanks. This story is partially confirmed by a British report, which states that two Ferdinand tank hunters were used by the Germans during the attack on a farm in the Elst area. They were knocked out by fighter bombers. There were no units with Ferdinand tank hunters in the area, and perhaps the reporter confused them with the unfamiliar (to him) Jagdtiger. This would also confirm the number of four wrecks abandoned by the Germans, because with these two and the two Königstigers shown above, we have the total of four. This was also the total given by the Germans as lost.



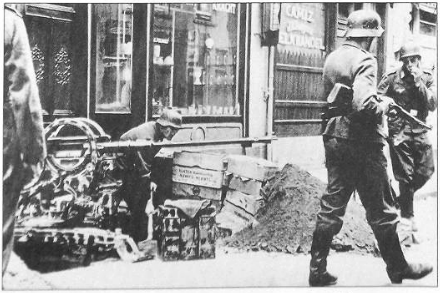
Luftwaffe units



Various units from different service groups were involved in the battle around Arnhem. Not only the Waffen SS but also units from the Wehrmacht, Luftwaffe and Kriegsmarine. The Luftwaffe provided various groups, such as from the Hermann Göring Division, Flak units, personnel from the 'Jägerleitstellung' and Security units whose normal job was to provide airfield security, and guard other items considered important by the Luftwaffe. The air defense at Deelen airfield received the alert shortly after the landings at Wolfheze. They possessed a number of 2cm Flak guns, and four of these were allotted to SS-Pz.Flak.Abt.9. The unit commander, SS-Obersturmführer Group, deployed these guns to reinforce the blockade that had been created between the allied bridgehead and the advancing parachutists to the west of Arnhem. (BA 497/3530/2)

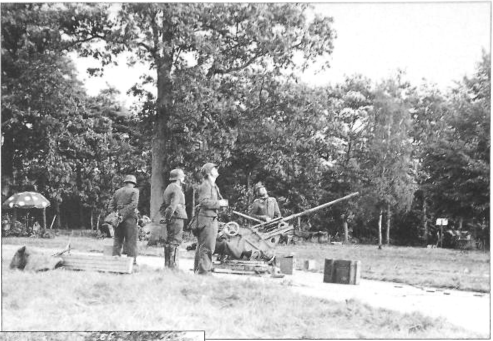


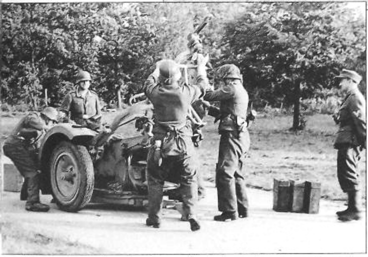
The 2cm Flak 38 gun seen here with its Sd.Ah.51 trailer was photographed by P.K. War Reporter Jacobsen. It is at Kastanjelaan at the point where it crosses Boulevard Heuvelink and Johan de Wittlaan. Together with a similar combination, seen in the background, it had to prevent the parachutists occupying the northern ramp of the Arnhem bridge from breaking out to the east. The officer holding a bottle of wine is Jacobsen's colleague, Wenzel. These two photographs were taken on the morning of 19 September when the two photographers happened to wander into the battle area. The trailer's unusual camouflage scheme is quite remarkable, looking somewhat like a Picasso painting. (BA 497/3530/3)



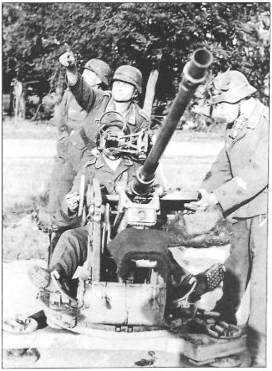
Another 2 cm Flak 38, this time in Walstraat behind the theater in the town center. This gun had a similar color scheme to those shown in the above two photos; small brown and green flecks on a dull yellow base color. The gun was also deployed at the above-mentioned blockade. (R.P.G.A. Voskuil Collection)

A few years ago a previously known series of photos taken ring the Battle of Arnhem was scovered in the Bundesarchiv at oblenz. A naval photographer took ctures in the Dreyenseweg and nsterdamseweg area, north of osterbeek. Around 20 September shot two complete rolls of film. ney include pictures at reyenseweg, close to the railway idge at Oosterbeek Hoog station. ne Navy man photographed allied rcraft passing overhead, among em Dakotas and Spitfire fighters. car was also photographed, as ell as supply containers lying here nd there. At some point the notographer goes to the Leeren oedel. There, at the entrance to ne hotel, is a 2cm Flak 30 gun with s Luftwaffe crew. In the right ackground, on Dreyenseweg, is n Sd.Kfz.251 Ausf. D, pointing in ne direction of Oosterbeek. This elonged to SS-Pz.AA.9. and erved under KGr. Von Allwörden. 3A 2KBK772/24)

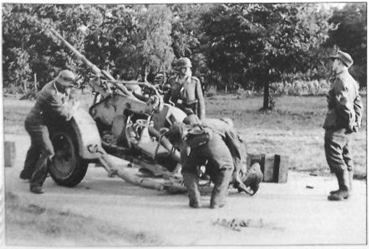




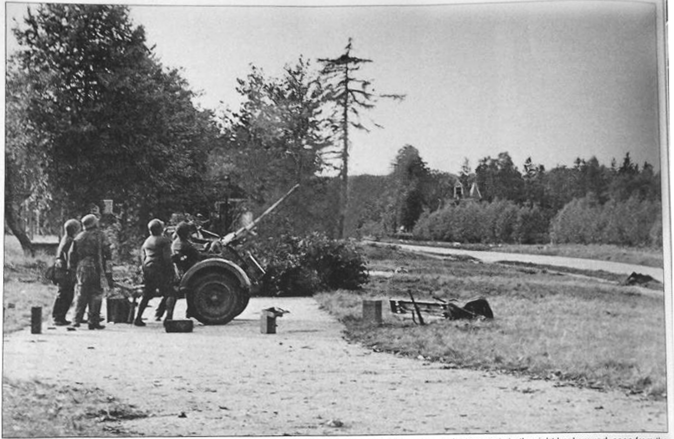
To prepare the gun for moving, the rear of the trailer had first to be hooked up to the mounting. Although this was only a small gun, this operation required four men. (BA 2KBK772/30)



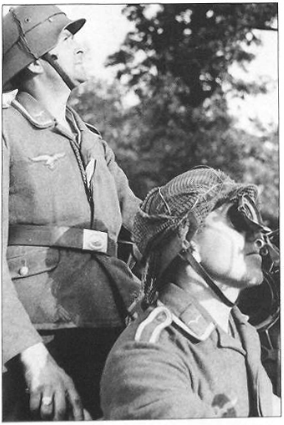
At the moment that the P.K. man arrives at the gun position it is still relatively peaceful. At a leisurely pace he takes some excellent pictures of the gun crew, so-called in action. These pictures show clearly that the entire gun mounting was painted in the standard German color of dark yellow. The long case on the ground contained spare gun barrels, with extra ammunition magazines in the smaller boxes. (BA 2KBK772/26)



When this had been done the whole unit could be tipped, and the front coupling connected. This old type 2cm Flak gun probably originated from Deelen airfield air defense. The airfield was a few kilometers north of Arnhem. (BA 2KBK772/31)



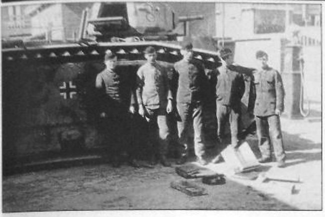
Once on its trailer the 2cm Flak 30 + Sd.Ah.51 is ready for action. Allied aircraft are fired on. Amsterdamseweg is in the right background, seen from the east. Operating the gun in this way it was extremely easy for the crew to seek cover if threatened, for example by simply driving under a tree. (BA2KBK772/32)



Anything coming within range of the gun was a target. It has probably become too hot for the photographer and he slowly leaves the gun position to find cover. On 24 September the Leeren Doedel was attacked by British Typhoons and razed to the ground. Before then it was used as a headquarters by KGr. Spindler. (BA 2KBK772/33)

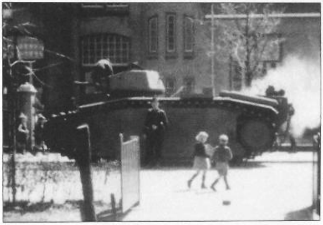
Here is a fine picture of the gunner with the gun commander. The commander ears a ribbon of an Iron Cross 2nd Class. The loader in the right photo on the previous page is wearing a sleeve emblem indicating that he belonged to the Luftwaffe Flak Artillery. (BA 2KBK772/28)

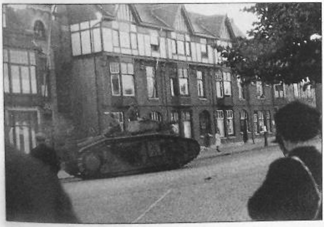
Panzerjäger-Abteilung 657, Panzer-Kompanie 224



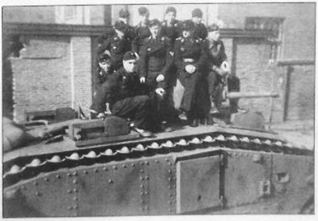
Unlike all other units, Pz.Kp.224 had been in the Netherlands for some time. Along with Pz.Jg.Kp.612 and 613, Pz.Kp.224 served as third company in Panzerjäger-Abteilung 657. The unit was attached to 719.Inf.Div., which was responsible for the defense of the Dutch coast. In December 1943, Oberleutnant Alfred May had assumed command of Pz.Kp.224, formed in 1943. A reorganization took place at the end of March 1944. After the company had left for Naaldwijk, the other two Pz.Jg.Kp. were split up into three new motorized units. May handed over his Pz.Kpfw.35R (f) 'Renault' tanks and would be given 17 Pz.Kpfw.B2 (f) 'Char' in their place. The 17 R35s were allotted to Pz.Jg.Abt.657. Only May's personal tank, a Pz.Kpfw.35S (f) 'Somua' would remain with the unit. The first Char received by Pz.Kp.224 was a Fahrschulpanzer (training tank). The original French Char B1 and B2 tanks had a 7.5cm gun in the right front plate and a 4.7cm gun in the turret. The Germans renamed it Panzerkampfwagen B2 (f). However, they adapted many of the tanks by replacing the 7.5cm gun with a flame-thrower installation. In this case it became Flammpanzer B2 (f). This photo shows the tank crew by tank 812 from 3.Zug. at Naaldwijk. (S. Giesa)

Because of the rapid allied advance Pz.Kp.224 was sent south at the end of August. They were directed to Bergen op Zoom and came under the command of Gren.Rgt.743, the second regiment of 719.Inf.Div. On 4 September 1944 the Canadians took Antwerp by surprise, and in order to prevent a breakthrough towards Dordrecht via the Moerdijk bridges, the Panzers were sent back north to form a blockade near Dordrecht. The German high command took immediate measures following the airborne landings, and as a result Pz.Jg.Abt.657 left Naaldwijk for Ypenburg airfield. The Pz.Kpfw.35R (f)s were probably supplemented with the tanks from Pz.Kp.224 on 18 September. A message from the Resistance to London reported 30 tanks at Ypenburg. Here is a Flammpanzer B2 (f) in front of the girls school in Naaldwijk. This served as accommodation for the company's crews. (S. Giesa)

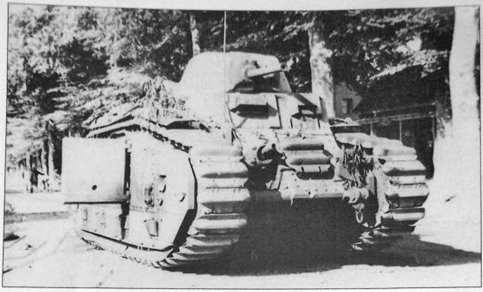




The company left for Oosterbeek on the evening of 18 September, and during this journey one tank was lost. Around midnight in the small town of Oudewater, a tank slipped off the quay because of a steering error, and remained teetering on a lock gate. A second tank attempted to pull it back on to the quay but one of the towing chains broke, whereupon the tank in trouble toppled into the canal and disappeared. Here, a Flammpanzer B2 (f) drives along Hertog Govertkade in Delft. A double lookout has been posted in case of allied fighters. (Municipal Archives Delft)

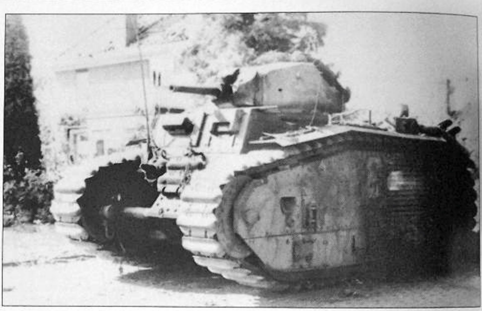


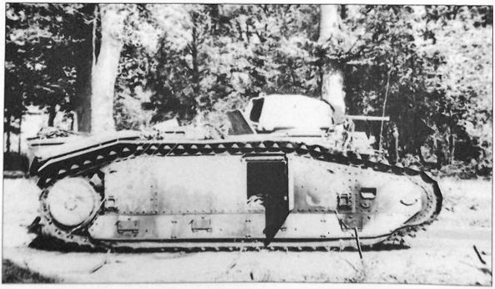
What makes this series of photos remarkable is that everything points to the Flammpanzer tanks being painted dark grey. This also applies to a number of wreck photos taken in Oosterbeek. In spite of this, the base color was indeed dark yellow. This can be seen clearly on tanks that have been photographed at close quarters. The tanks were delivered in the dark yellow finish, but not all were camouflaged due to a shortage of camouflage paint. (S. Giesa)



The first allied reports of flame-throwing tanks were received from the 1st Battalion, the Border Regiment on 20 September. The Kompanie is also mentioned in Von Tettau's (commander of the west blocking forces) report of 19 September. At 4:30 pm that day three tanks were assigned to the Lippert and Knoche Regiment, and these advanced along Utrechtseweg. During the battle Lippert was commander of the 'SS-Unterführer-Schule "Arnheim"', and Von Tettau placed a number of units under his command. One of these was Pz.Kp.224, of which Lippert said, 'While advancing towards Wolfheze via Wageningen, Renkum and Heelsum, I encountered enemy opposition just to the north of these towns. Here, the five Renault tanks I had been given were quickly set on fire by the enemy'. He also mentions the unit with the R35 tanks which, because of the early destruction of the Char B2s, were not deployed. (BA 590/2331/5)

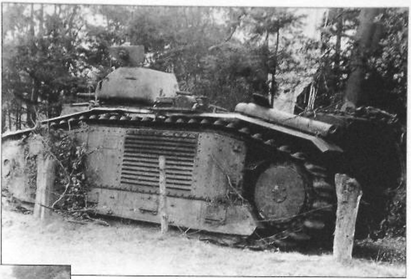
As far as Pz.Kp.224 and the Battle of Arnhem are concerned, this is the most well-known of the tanks. It stood in front of 'De Stee', no. 264 Utrechtseweg, opposite the Koude Herberg restaurant. After the battle, P.K. Reporter Seeger walked around Arnhem and Oosterbeek. He took a number of pictures, but was really impressed by this Flammpanzer B2 (f), taking no less than eight photos of the wreck. A total of fifteen photographs of the tank are known. It was the Panzer of Leutnant Siegfried Giesa who, slightly wounded, managed to escape together with his crew. The vehicle was knocked out on 20 September by one of 1st Battalion, the Border Regiment's two six pounder anti-tank guns, which were attached to C Company, and located near Van Borsselenweg and Utrechtseweg. The tank was put out of action by one shot to the front. (BA 590/2331/7)

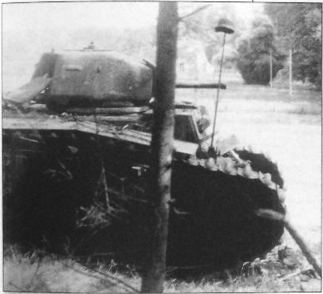




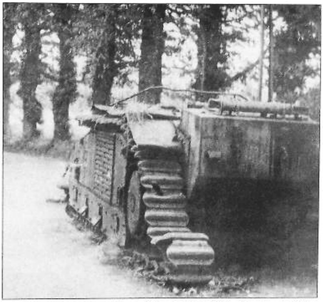
This direct hit at the front did not cause a fire in the tank. It is therefore possible to see its camouflage scheme, long green and brown stripes on the hull and small flecks on, for example, the vision slit. This is barely visible in the second picture, but someone who lived in Naaldwijk as a child confirmed this color scheme by means of a color drawing. The barred crosses and numbers that the tanks still wore in Naaldwijk had also disappeared. (BA 590/2331/8)

Three pictures were taken of this tank. It stood on the path opposite the house at 32-34 Van Borsselenweg. The first photo was taken in 1944, and the German photographer Rutkowski reported that it was a knocked out British tank. In the second a German helmet hangs from the aerial and, in the background, one can see a house on Van Borsselenweg. It is not clear where the tank was hit. A tare label is just visible in front of the air grill. This carried all the relevant details for transport by rail. (BA J27.896)

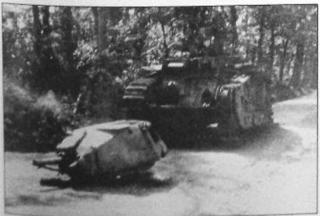




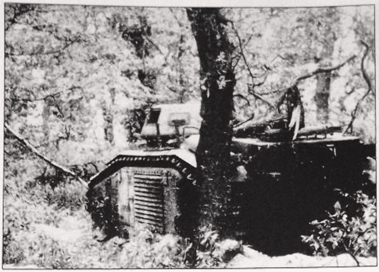
The Flammpanzer B2 (f) on Van Borsselenweg was destroyed on 21 September by an anti-tank gun crew of 26th Anti-tank Platoon, the Border Regiment, and just at the moment when it was only 20 meters from the positions of 22 Platoon, D Company, of the same Regiment. Just before the tank was hit a Corporal from D Company was killed. The rest of the gun crew were so infuriated that, even though the tank had been disabled with the first shot and set on fire, five more shells were fired at it. Others had to drag the crew away from the gun. The tank crew were killed here, but their names are not known. (Municipal Archives Renkum)



Two pictures were taken of this tank in 1945. It stood on Oude Oosterbeekseweg (nowadays Benedendorpsweg) near the Westerbouwing restaurant. It was destroyed by 12 Platoon, B Company, the Border Regiment, also on 21 September. They put the tank out of action with a PIAT when it began to threaten Company headquarters near the Veerweg/Van Borsselenweg crossroads. At least one crew member died. (G.R. Castendijk, Municipal Archives Renkum)

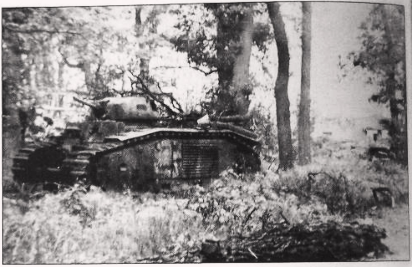


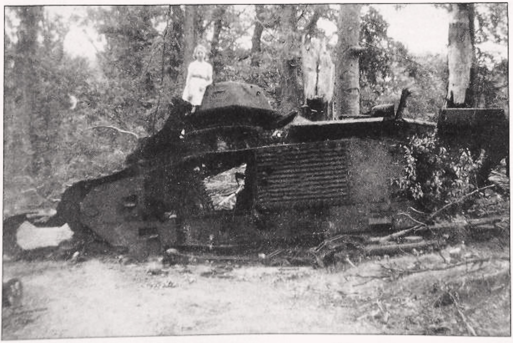
One of the photos was taken in the direction of Doorwerth, and the turret can be seen lying on the ground. It was more than likely put back in position for the film 'Theirs is the Glory' (1945) where in one scene the tank had to represent opposition to the advancing parachutists. Contrary to what happened in 1944, in the film the Westerbouwing is approached by the British from Veerweg, from the wrong direction thus. If one watches the film closely, one can see that the flame-thrower is not operated from the original position but from a point behind the turret. There was probably someone on top of the tank with a flame-thrower. When the tank is 'knocked out' by the second shot, the turret becomes detached from the hull and the left-hand door flies open. (C. van Rijn, Municipal Archives Renkum)



Three pictures were taken of this tank at Westerbouwing. As in some other cases, one cannot see where the tank was hit. This is probably the tank that was destroyed on the 21st by 13 Platoon, B Company, the Border Regiment. The crew managed to escape via the turret. In the lower photo, taken from the front, the ruins of restaurant 'De Westerbouwing' can be seen. (Municipal Archives Renkum)

There was also a Pz.Kpfw.B2 or Flammpanzer B2 (f) near Veerweg. There are no known photos of this tank. However, it can be seen on British aerial photos taken in 1944/1945. It stood in open country near Veerweg. This tank was also knocked out on the 21st by 14 Platoon, B Company, the Border Regiment, when, together with the previously mentioned tank, it tried to overrun B Company's positions. The tank commander was Oberleutnant H. Hoser who was killed by machine gun fire while trying to escape from the tank. It is not known what happened to the rest of the crew. One of them was probably Gefreiter J. Derjung, who died on 25 September in Utrecht as a result of a bullet in the lung. (Municipal Archives Renkum)

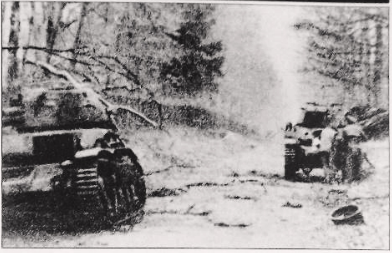


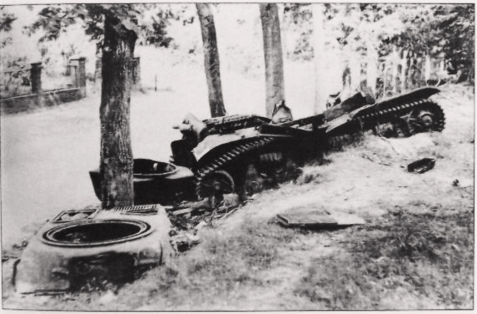


Two pictures were taken of this tank in 1945. A girl is sitting on top of the tank, and the shell impact is clear to see on the right hand side of the tank. Contrary to the right side, the left side had no door because this is where the engine was located. This Flammpanzer B2 (f) was knocked out on 20 September in Sonnenberglaan by a 17 pounder AT gun of X Troop, 2nd Oban Anti-Tank Battery. The tank crew were killed. (A.J. Nijhof, Municipal Archives Renkum)

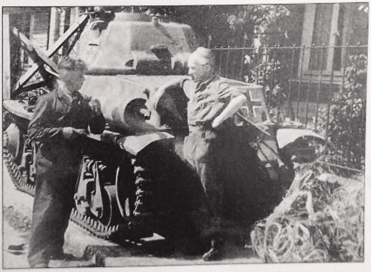
Panzerjäger-Abteilung 657

During the liberation of Arnhem on 14 April 1945 the defense of the town was mainly in the hands of German infantry units from 346.Volksgrenadier-Division. During these actions a minor counter attack was carried out with German tanks. Shortly before darkness fell, around 8 pm, three Pz.Kpfw.35R (f) tanks tried to force a breakthrough at the Apeldoornseweg/Schelmseweg crossroads. On this Saturday the three German Renault tanks drove along Stroolaan through the nearby village of Schaarsbergen. They were accompanied by Dutch SS, who had come from Harskamp. The small tanks were attacked by a Canadian Sherman. Their attack along Kemperbergerweg failed, and the three tanks were destroyed. Three photographs exist of this situation, and all three wrecks can be seen here on this rather unclear photo. (P. Vroemen Collection)



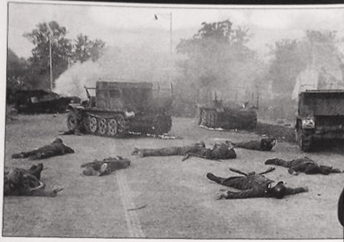


There are two pictures of this wreck, which is shown far right in the above photo. It seems that they were still painted Panzer grey and had numbers and barred crosses. The white, three-digit numbers were painted on the sides of the turret, and behind the number came the barred cross. The bottoms of the rear mudguards had white edges to make the vehicle better visible at dusk. An internal explosion blew the Panzerkampfwagen R35 (f) to pieces. The three tanks belonged to Pz.Jg.Abt.657 which, at this stage of the war, was known as Pz.Jg.Abt.684. This unit was commanded by Hauptmann Pulkowski and possessed six 4.7cm Pak (t) auf 35R (f), twelve Chenilette R.UE 630 (f), eight 7.5cm Pak 40 guns and seventeen Pz.Kpfw.35R (f) tanks including a few Pz.Kpfw.35H (f). (P. Vroemen Collection)

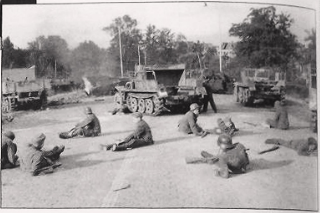


Where this unit actually fought is not known. Presumably it saw action on the west side of the corridor which ran from Lommel in Belgium to Elst near Arnhem. There are actually a few known photos of Renault and Hotchkiss tanks and Panzer hunters in this area. This Pz.Kpfw.35H (f), standing beside the Du Soleil Grand Hotel by the Oude Haven, belonged to Pz.Jg.Abt.657 as well. The hotel stood on the bank of the Lower Rhine in the center of Arnhem. (P. Vroemen Collection)

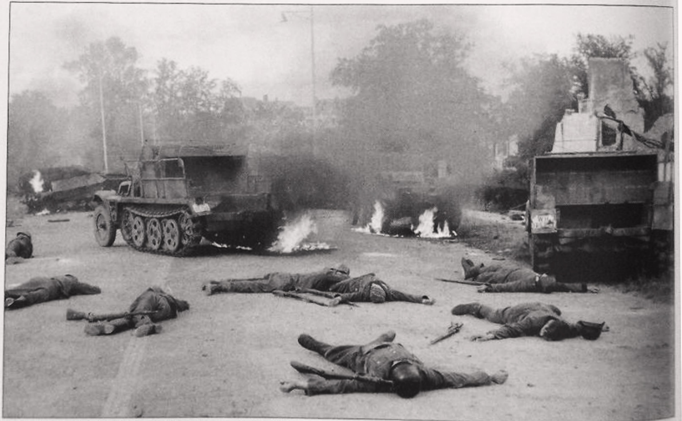
The film 'Theirs is the Glory'



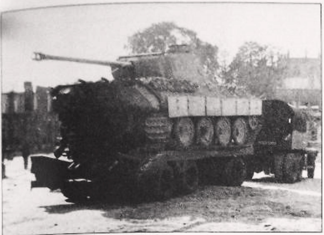
In the summer of 1945 a film about the Battle of Arnhem, 'Theirs is the glory', was shot in Arnhem and Oosterbeek. Not only did it include British who actually fought in September 1944 but many Dutch people took part too. Mr P.J. de Booys, who owned a photographic shop in Arnhem, took this remarkable series of pictures. He was also responsible for producing a huge series of photographs in October 1944. He recorded the illegal plundering of Arnhem and the destruction the terrible battle had left in its wake. A number of wreck photos in this book were taken by him as well. (P.J. de Booys, Municipal Archives Arnhem B1620-56/8)



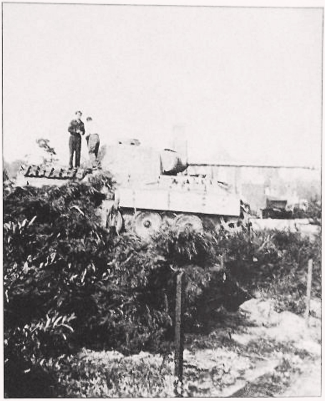
Three Sd.Kfz.10's plus a very odd vehicle were used in the reconstruction of Gräbner's attack on the Arnhem road bridge. Extreme left on the photo is something that looks like an Sd.Kfz.10 chassis with a built-on wooden cab and load platform. The three Sd.Kfz.10's were fitted and remodeled into transport for the crew of a 15cm Nebelwerfer. Where the vehicles came from is not known. They all carried Wehrmacht number plates. The object burning in the background is the hull of an Sd.Kfz.250 'neu' that remained behind after the original attack. (P.J. de Booys, Municipal Archives Arnhem B1620-56/9)



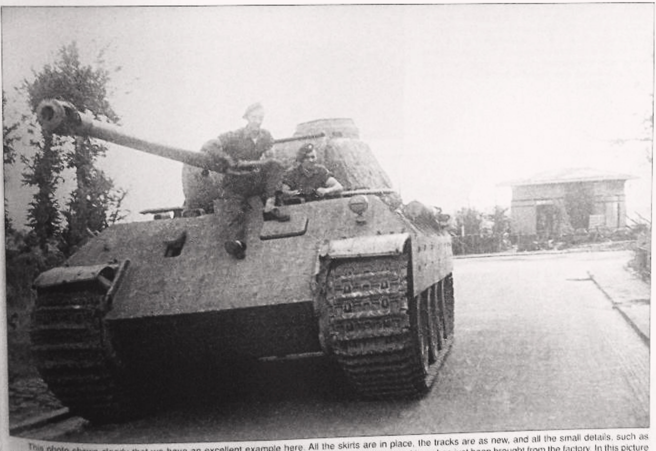
For those interested in films containing images of original German vehicles, this film is worth seeing because, besides these Sd.Kfz.10's there are two Panther tanks, a glimpse of an 'old version' Tiger I under way, a Hetzer, an Sd.Kfz.234/2 Puma armored car and a Pz.Kpfw.IV Ausf. D. The film is obtainable from the Airborne Museum, Oosterbeek. (P.J. de Booys, Municipal Archives Arnhem B1620-56/10)



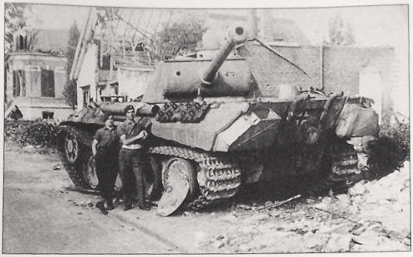
A real Panther tank in a war film. This is many enthusiasts' dream that hardly ever comes true. In 'Theirs is the Glory' there are several scenes of Panzerkampfwagen V Panther Ausf. D tanks in action. The scenes were shot at the ramp of Arnhem bridge and in Oosterbeek. In this photo one of the two Panthers used in the film is shown driving into Arnhem. This still driveable tank was probably brought from Germany to the Arnhem bridge ramp on an allied transporter. (NIOD)



Here, on the ramp close to the ruins of the bridge, an entirely dark yellow Panther drives back and forth, together with a second example simulating the attack made by s.Pz.Kp. Hummel on 19 September. This action is also included in the 1970s film 'A Bridge too Far'. There, two remodeled Leopard tanks drive from the southern ramp towards Arnhem. (Municipal Archives Arnhem B7061/9)

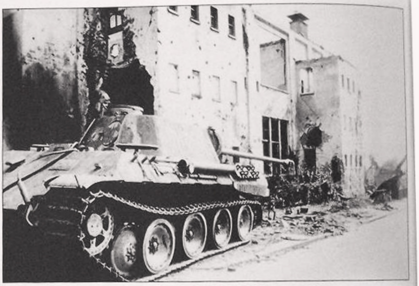


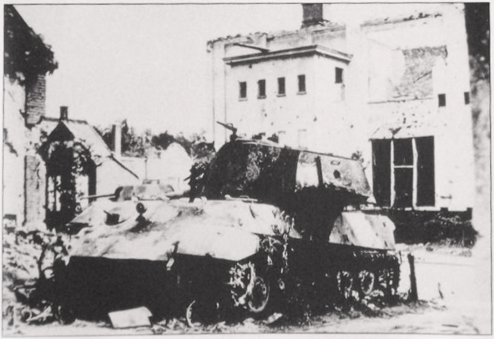
This photo shows clearly that we have an excellent example here. All the skirts are in place, the tracks are as new, and all the small details, such as the head lamp and tool rack, are there. It looks as if this Panther, without numbers and tactical markings, has just been brought from the factory. In this picture the tank is in Weverstraat Oosterbeek, with the junction with Benedendorpsweg in the background. (W.K. Kirkham, J. Kardol)



Here is the second Panther, also an old D version. This tank was no longer independently mobile and was used in Beneden-Weverstraat, where it remained after filming, for a scene in which it was fired on by a PIAT anti-tank weapon. This Panther carried the tactical number 102 in red with white edging. It was painted on the side and rear of the turret. The national crosses were on the front part of the hull and, as can be seen here, on the rear between the tank exhausts. (W.K. Kirkham, J. Kardol)

This Panther in three-color camouflage remained for months in front of the Klompenschool in Oosterbeek. This and the other, driveable, Panther probably came from Germany and did not take part in the battle in Oosterbeek. The reason for saying this is as follows. In Breda, a town in the south of the Netherlands, a Panther Ausf. D forms a peace monument. This was presented to the town after the war by its Polish liberators. This Panther, which was initially believed to have been used in the film, was brought by the Poles from Bremen in Germany. Seeing that these events occurred at more or less the same time, it is not impossible that the 'film' Panthers came from the same place. The Breda tank is not the same one because it has old tracks, while the film Panthers had new tracks. (D. Renes, Municipal Archives Renkum)





Close to the Panther was the wreck of the Panzerkampfwagen VI Tiger II from 3./s.Pz.Abt.506, which was also used in the film. Burning, it served as decor for the scenes showing the hopeless struggle in Oosterbeek. The turret was also rotated shortly before the shooting of the film. Through this, most of the 30 pictures taken can be identified as being taken before or after September 1945. (R.P.G.A. Voskuil Collection)

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